THE ILLUSTRATED LONDON NEWS

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

No. 3854. - VOL. CXLII. SATURDAY, MARCH 1, 1913. With Eight-Page Supplement in Photogravure. SIXPENCE.

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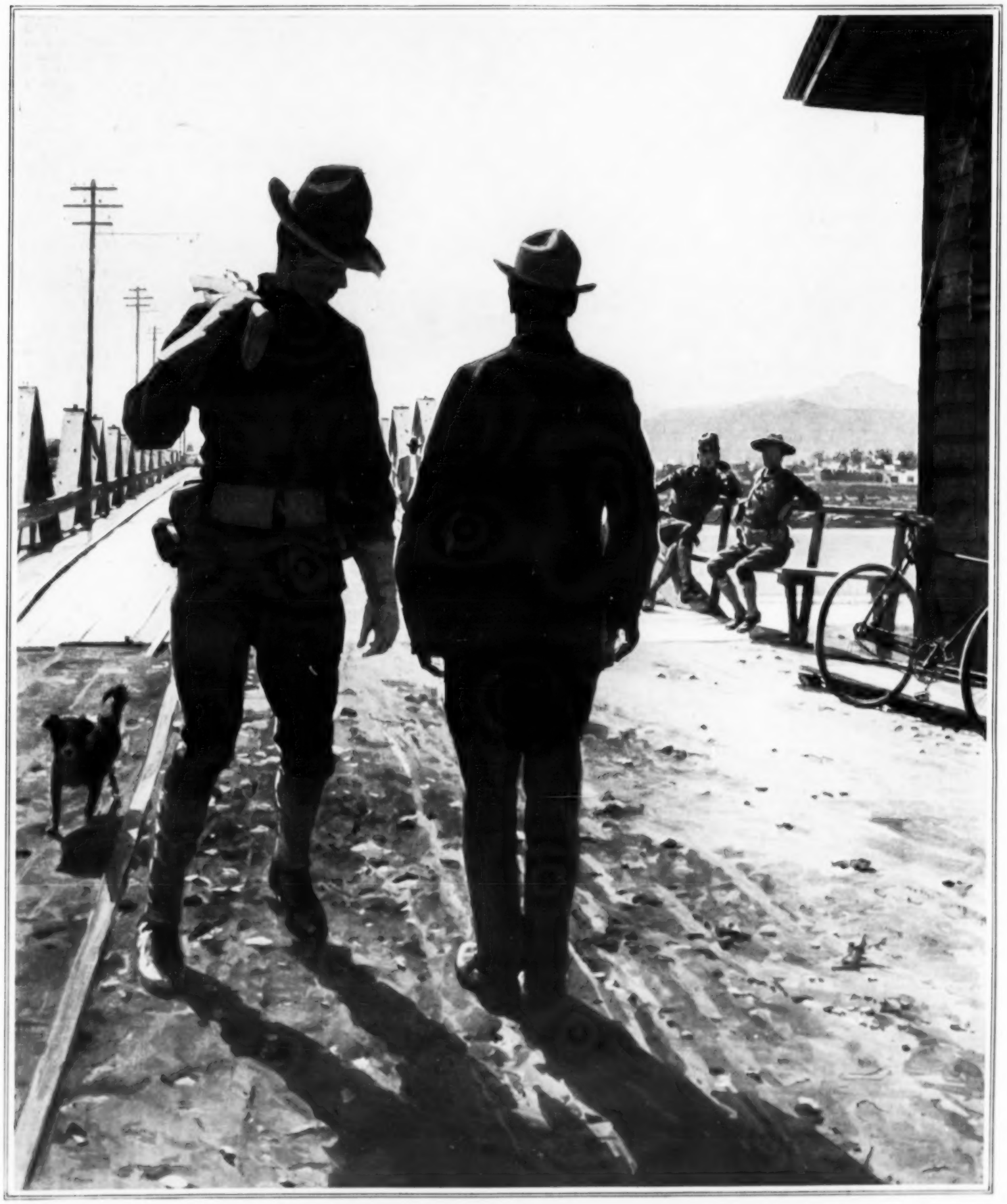

THE UNITED STATES' INTEREST IN MEXICO: U.S.A. CAVALRY SEARCHING MEXICANS FOR ARMS BEFORE ALLOWING THEM TO PASS INTO THEIR OWN COUNTRY AT EL PASO, ON THE UNITED STATES SIDE OF THE RIO GRANDE.

Soon after the death of Señor Gustavo Madero, the President of the United States let it be known that his country would seriously object, solely on humane grounds, to any summary sentencing and execution of General Francisco I. Madero, the ex-President of Mexico. When, however, General Madero was shot dead as he was being conveyed from the Palace to prison, Mr. Taft held the view that the United States, which never aspired to be Mexico's tutor in political or social morals, should confine itself to safeguarding American and foreign lives and property should a really desperate situation arise. Meantime, Washington gave an order for the concentration of troops at Galveston, but stated at the same time that it did not believe that intervention would be necessary.

AFTER A PHOTOGRAPH.

HARWICH ROUTE TO THE CONTINENT

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THE PLAYHOUSES.

"NELL GWYNNE, THE KING'S FAVOURITE," AT THE LYCEUM.

Nell Gwynne seems never secure from the attentions of melodramatists, and of all the melodramas to which the legend of her life and experiences has lent inspiration, that provided now at the Lyceum may be fairly said to be the most robustiously exciting and flamboyant. Thrilling or blood-curdling events meet us at every possible opportunity in this play; abduction, murder, duels, rescues, disguises, scenes of fire, and a very riot of villainy and also of heroism, are among its features. Nell Gwynne, bent on foiling the would-be abductors of a ward of the King, masquerades as a sailor-boy, only to be captured by the plotters and to be left bound in a burning house, where her career would have ended unhistorically had not her royal lover, with an enterprise with which actual records do not credit his later years, followed in her tracks, himself disguised, and saved her gallantly in the nick of time. Louise Comtesse de Fréville lends a hand in the abduction, and, of course, there are any number of fierce combats between the chief villain and Lady Dorothy's lover, Sir Basil Fairfax, and the latter is allowed his fair share of hairbreadth escapes. But the most gruesome moment of the play, not even excepting Nelly's ordeal of fire, is that in which the heroine's brother is strangled by an Alsatian bravo; the Grand Guignol has not done much better than this in the way of horrors. When we part with Nell Gwynne, she has overcome all her enemies and is basking again in the sunshine of the Merry Monarch's favour, and it is at this point that we see King Charles committing the extraordinary act of knighting a High Toby adventurer. All through the story the orange-girl is able to rely on the prowess of a highwayman, one Flash Howard, who for love of her is always at her service with pistol or sword, and is ready even to take his royal rival under his protection. Charles, we are to suppose, is duly grateful, and hence Howard's reward. It is easy to smile over the extravagances of this hustling story, but it is, nevertheless, very good stuff of its sort—it has got pace and incident and drama. Moreover, it is acted in the forthright and unrestrained style that suits it by a cast which includes Miss Tittell-Brune, a most high-spirited Nelly; Mr. Lauderdale Maitland, a picturesque King Charles; Mr. Sam Livesey, a dashing highwayman; Mr. Frank Harvey and Miss Ricemer as the much-injured lovers; and Mr. Austen Milroy and others as the abductors. Costumes and setting seem sufficiently correct.

"THE SCHOOLMISTRESS" REVIVED, AT THE VAUDEVILLE.

Nearly thirty years ago, at the old Court, Sir Arthur Pinero laid the foundations of his reputation as a playwright, and put all his theatre-going contemporaries in his debt, with his joyous series of farces in which Mrs. John Wood, John Clayton, Arthur Cecil, and others figured so amusingly. Miss Hilda Trevelyan and Mr. Edmund Gwenn have had the happy idea of reviving the second and prettiest of the set of three, "The Schoolmistress," at the Vaudeville, and, to give the piece its proper atmosphere, have dressed it in the modes of '85 and confined the musical programme of the entr'actes to the popular songs and light operas of the period. There is no denying that the farce is mid-Victorian in technique, phrasing, and fun no less than in its costumes, but, though it dates in many ways, it is still extremely laughable and compels admiration for its comic ingenuity, its breathless pace, its boisterous high spirits. No wonder English folk of the 'eighties revelled in what was so rare then, but was provided in the "Magistrate" and its companion works—an entertaining play written by an English author. Times have changed and native playwrights now abound, but we have not grown too old or too new-fangled still to relish the Pinero farces. On Tuesday night last "The Schoolmistress" was played to an accompaniment of peals of merriment. It was particularly well presented. Though Mrs. John Wood is no longer available in the title-rôle, Miss Winifred Emery is not above succeeding the famous comédienne as Miss Dyott, and showed the true *vis comica* in all the schoolmistress's tirades and uxorial moods of tenderness or tyranny. Equally in character was Mr. Dion Boucicault's treatment of the meek Vere Queckett, who, though her husband, is treated like a small boy by this female martinet; the little man might have walked out of the pages of *Punch* of thirty years ago. And though Rose Norreys is no longer with us, Miss Hilda Trevelyan, with that childish manner of hers, so suitable to the arch young governess-pupil, convinces us that we could not hope for a more delightful Peggy Hesslerigge than she makes; while Mr. Edmund Gwenn is as funny as he is explosive in the part of the Admiral who is so fooled as angry paterfamilias. Miss Muriel Martin Harvey is the daintiest of girl-brides, and Miss Cissy Bell and Miss Nell Carter, Mr. Ronald Squire and Mr. Stafford Hilliard are other pleasing members of the cast. Sir Arthur Pinero ought to be grateful to his latest interpreters.

THE PREHISTORIC CLAY MODELS FOUND IN THE TUC D'AUBOUBERT.

The name of the cave in which the prehistoric clay models of bisons, illustrated in our last Number, were discovered, was incorrectly given there (following a press report) as the "Tus Ditboubert." We have since learnt that the name of the cavern is the Tuc d'Auboubert. It is in the department of Ariège, in France.

NOTE TO CONTRIBUTORS.

It is particularly requested that all Sketches *and* Photographs *sent to* The Illustrated London News, *especially those from abroad, be marked on the back with the name and address of the sender, as well as with the title of the subject. All Sketches and Photographs used will be paid for. The Editor cannot assume responsibility for MSS., for Photographs, or for Sketches submitted.*

FRENCH BOOKS ON PAINTERS AND PAINTING.

Botticelli. Such increase of information on the painter's career, revision of attributions, and discovery of further works as we now have, would not justify more than one Filipepian volume in ten years (ten in one is nearer the present record), but on other grounds M. Oppé's "Sandro Botticelli" (Hachette) is welcome. There are no new biographical details, no new pictures, and not many new opinions; but there are the new processes of reproduction. With a book of pictures which gives the best and latest record in colour of Florentine sweetness and light, it is proper to have the latest commentary. It is true one does not always willingly accompany Mr. Oppé on his excursions in description. He is not quite on the same terms with the Venus of the "Birth" as are we. We count ourselves happier, in knowing her for what she is, than the critic who sees in her nothing "*qu'une nymphe apportée au rivage par la fraîche brise du matin*." But the print comes as near to doing her justice as any we have seen. A certain pinkness in the flesh of the "Mars" of our own National Gallery, a crudeness in the sky and yellow medal of the "Portrait de l'homme à la médaille," are some of the slight lapses in the finesse of the machine that seeks to give us the subtleties of genius. It is a case again of the butterfly and the wheel; and on the whole the wheel comes out of the ordeal without being made ridiculous.

"La Peinture." It would be a pity if a slightly formidable frontispiece illustrating the influence of light on different pigments, and a suggestion that here one must get at pictures through a chemist's shop, kept anybody from a delightful book, "La Peinture," by M. Moreau-Vautier (Hachette). It is technical, but in a manner more inviting than all the descriptive moralising and gossip of the guide-books. Even the section "Les Maladies de la Peinture" is engaging. Plates showing the various classes of cracks, some due to premature varnishing, some to heat, some to the action of bitumen, and all making their own peculiar patterns at the expense of the Masters, are for the student; but the wonderful reproductions in colour showing how one set of rose-tints can evaporate, and leave the face of Leonardo's "Gioconda" all yellow, while another set of rose-tints, used for the hands of the same picture, remain to keep the lady's fingers fresh and clean and fragrant, are everybody's concern. Those leathery cheeks were never really Gioconda's, or never really Leonardo's, and it is good to know it at a glance. More important and exciting are the coloured plates showing details of brush-work. A nose and mouth painted by Prud'hon and a nose and mouth painted by Renoir are put upon the same page, and give the whole history of a revolution as it by snapshot; while a few inches of tossing sea out of a Monet with another few inches out of a Venice scene by Signac explain the personality and variety of technique better than the whole literature of Impressionism.

Holbein the Younger. Although "Hans Holbein le Jeune: L'Œuvre du Maitre" (Hachette) is so much of a picture-book that nobody has remembered to give a name to the author of the thirty pages of preliminary letterpress, it is not exactly picturesque. It is a gathering, into one moderately priced volume, of all the paintings and miniatures and a number of the drawings. Holbein himself helped to make nicer volumes. The painting for his design of Froeen's imprint is here reproduced, and conjures memories of many books in vellum (instead of "publishers' red cloth, gilt extra"), and of much crisp paper, brilliant ink, and, instead of miles of half-tone, an occasional engraved title-page cut with a sharp knife on the clean wood-blocks of four hundred years ago. Here is the Holbein of Half-Tone. How he would wonder at himself if he could turn the glossy pages and see the two hundred and fifty-two pictures put to his name. "That," he might say, before one or two of them, "must be a Hachette; it is not a Holbein."

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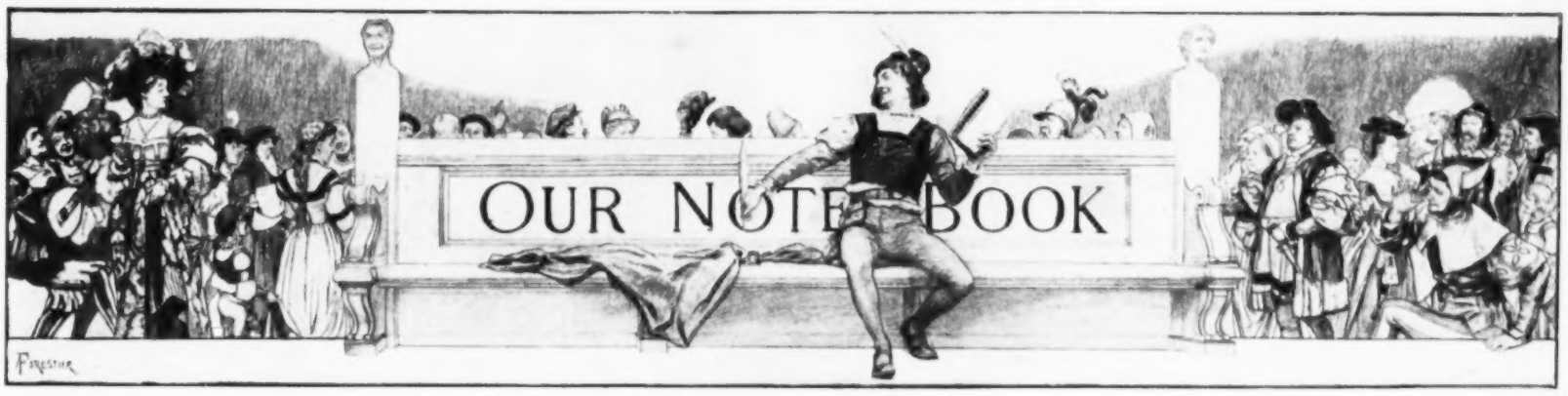


By G. K. CHESTERTON.

I ONCE set out from my home, which was then in Kensington, with the idea of getting out of London in any direction without knowing even into what county I was going. An ignorance of geography has been the romance of my life. But as London dies away with great lingering and deliberation (like Charles II.), I thought I would take a stray vehicle to shorten the first part of the experiment. I walked along until I saw an omnibus labelled "Hanwell": this seemed promising and appropriate, and I went to Hanwell. Then I went into Hanwell station and asked the ticket collector where the next train went to. After some quite illogical and irrelevant inquiries on his part as to where I wanted to go to (which I put down to the mere morbid curiosity of the modern mind, a curiosity about mere aimless facts, much encouraged by popular science) he told me it went to Slough. I went to Slough; though I am sure he had some thoughts of locking me up in the waiting-room till he had communicated with the institution which sheds glory upon his town. And when I went to Slough, I remember that it was my first impression that the lunatics were all let out there on half-holidays and allowed to paint the lamp-posts. Those useful objects were striped with extraordinary colours, like giant sugar-sticks. I have since discovered that this fact (unlike the universe) has a rationalistic explanation.

It seems it is a tricky town for motoring; and an unusual quantity of those red stripes and symbols are placed on top of a design already made conspicuous by native talent. At the time I thought the madmen were merely turned loose with paint-brushes, as children are. But I have found that I was wrong; and that for another reason, quite apart from motors. I have found out how they really do amuse the lunatics. They are not allowed to paint the lamp-posts in the town of Slough. They are allowed to write in a paper called the *Awakener*; which is devoted to the uplifting of Woman by the great modern method of being rude to all the old ladies you may meet in the train. I do not wish to be misunderstood. The legislative cause for which the paper stands is a serious and certainly a sincere one; and there is quite enough to be said for it to justify the existence of such an organ. Several people who write or are reported as speaking in it are people who apparently know how to write and speak. A pointed and energetic and evidently genuine speech, with which I totally disagree, is reported; and it is the gentleman's misfortune only that, appearing in such a paper, he bears the too appropriate name of Mr. Gush. Nevertheless, the paper practically reminds me of the lamp-posts at Slough. I will myself provide the paper with the excellent repartee that, like the red stripes on the lamp-posts, it is meant for a warning against danger. The excess consists, perhaps, in the idea that everyone is a motorist or that everyone is a blackguard. But my impression does not arise from this; it arises from reading the articles: an operation that makes the brain reel. These idealists have certainly created a new literary style. I can break through the forest of Browning and skate on the thin ice of Henry James, and I once distinctly saw a meaning in one of the poems of one of the French Symbolists. But writing such as the following absolutely lays me out—

"I have seen and helped bring up many a 'proper child,' boys whose parentage was unknown, or whose fathers had never acknowledged them, and my conviction is that—given the right environment and the new plans of the Doctoressa Montesaura system, which I have already tried with excellent effect on a fine boy not two years ago branded with illegitimacy—legally but fully registered in both parents' names, with good birth on both sides, it is from such children as my little friend the ladies—the single Moses of England—can grow best St. Georges, not one but a band—for whom, as they show promise in development. Why should not the example given for Japan by Marquis Ito, when he selected fifty clever youths to go to England and learn all that was considered best in different departments and come back, as we know, to make Japan a success in comparatively short time? For St. George's courage is needed. As a rule these babies are daring and courageous—they are the children of those Women who, rightly or wrongly, have dared! How, how, is it to be done?"

How indeed? How is it even to be said, in adequate human language? We might know that, perhaps, if we knew what really happened to the example of the Marquis Ito at the end of the sentence, or why the ladies make a single Moses between them. There is also a poem entitled "To Mr. Asquith," which begins in a way calculated to surprise that politician—

"In his hell of lurid portals,
Scorned by God's and devils' pity,
Dante pictured wretched mortals
Evermore pronounced guilty."

Better, perhaps, to pronounce them "guitty" for the antiquated purposes of rhyme; and in a similar spirit of rhyme and reason the poem goes on to say that poor Mr. Asquith will suffer damnation not merely in the next world, but apparently in this. It ends with an apology to the shade of Heinrich Heine, which might be extended to the whole of that Army of Humanity of which he boasted that he was a good soldier. After this, the following passage appears quite reasonable, as it is certainly quite grammatical; but I think it will puzzle many readers when their eye first falls on it—

"To those readers who cannot accept the doctrine of the Trinity, and yet are united in our great struggle for the Freedom of Womanhood, I would recommend the study of Lady Cook's works. To the many who accept the doctrine of the Trinity, but without satisfaction for the soul, I would also recommend the study of Lady Cook's Theories."

I am also a little puzzled by the sentence, "The study of Eugenics, with Dr. Saleeby, will enlighten all who hesitate to accept the theory of equality." I am not certain whether this means that we should study Dr. Saleeby himself, among the *flora* and *fauna* of that science, or whether it means that it may only be lawfully pursued in his personal society.

Now the people who write these things are pursuing a very practical campaign, which has already ended in almost doubling the power of the police and in torturing a large number of live men with a lash. I do not say they can have achieved this by the mere lucidity of their writings, or the popular brightness of their exposition. But they may have other kinds of force behind them; they may have that very powerful thing, wealth; and they certainly have that yet more powerful thing, enthusiasm. And they think and write like this! I ask anybody, whatever he may think of their cause, whether their grammatical sentences are reassuring as regards the reason and equity of their legal sentences. I would not make a protest against such well-meaning fanatics in the ordinary way. It is much better fun to quarrel with people who can express themselves clearly. And it has been my very real pride and pleasure that I have generally had controversies with men who can express themselves admirably clearly: with Mr. Blatchford, with Mr. Bernard Shaw, with Mr. Greenwood, or with Mr. McCabe. But all these powerful writers have far less power. Mr. Blatchford cannot do for Socialism, nor Mr. McCabe for Secularism, nor Mr. Shaw for Vegetarianism, nor Mr. Greenwood for Anti-Vivisectionism, what has, somehow or other, been done for the rather morbid emotion which possesses these people—a sense of sexual panic in the streets. They cannot put the crusade against capitalists, priests, vivisectionists, or meat-eaters upon the Statute Book, and still less enforce it with the scourge.

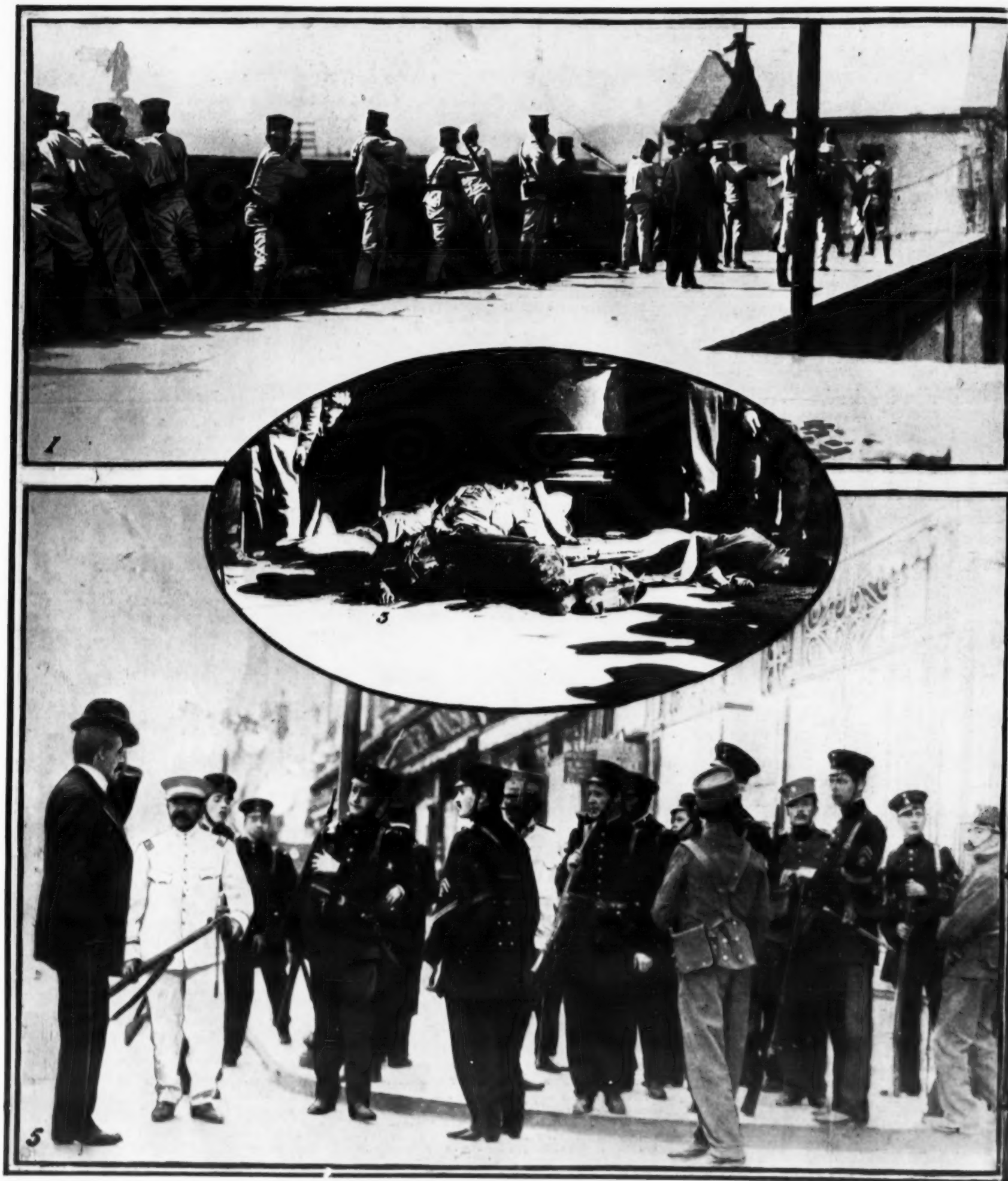
Photo. Underwood and Underwood.

SHOT AT MIDNIGHT WHILE BEING TAKEN FROM PALACE TO PRISON IN MEXICO CITY: THE LATE EX-VICE-PRESIDENT AND EX-PRESIDENT OF MEXICO, SEÑOR JOSÉ M. PINO SUAREZ AND SEÑOR FRANCISCO INDALECIO MADERO (SEATED).

Señor Madero was born in October 1873, in Northern Mexico, of a family which came originally from Portugal. He was educated at the Jesuit College at Saltillo, and for a time at a University in the United States. In 1889 the family moved to Europe, and he lived for six years in Paris. In 1895 he returned to Mexico, and managed his father's estates, where he was much liked for his humane treatment of labourers and his personal courage. In 1900 he went to Mexico City, and there married Señorita Perez, a woman of strong character who is thought to have greatly influenced his later career. After the election massacres at Monterey in 1903 he founded a Democratic club, and two years later came forward as leader of the opponents of Porfirio Diaz. In 1910 Madero was arrested and imprisoned during the Presidential Election. Then came the war which resulted in his becoming President on November 6, 1911. His fall is a matter of recent news. Particulars of his death and that of Señor Suarez are given on a page of Mexican photographs.

THE CIVIL WAR: THE FIGHTING BETWEEN REBELS

Photographs by



1. BEFORE THE REBELS CAPTURED IT, TOGETHER WITH SOME 50,000 RIFLES, AND CANNON AND AMMUNITION: THE ARSENAL IN MEXICO CITY DEFENDED BY FEDERAL TROOPS.

3. AFTER THE EARLIER STREET-FIGHTING IN MEXICO CITY: A GROUP OF DEAD.

5. AFTER THE INSURGENTS HAD LIBERATED GENERAL BERNARDO REYES FROM THE MILITARY FORTRESS IN WHICH HE WAS CONFINED: CONGRATULATIONS OFFERED TO CADETS.

On February 9, a telegram from Mexico City reported that a part of the army had revolted and taken possession of the National Palace and the chief public buildings. Later news said that after a good deal of street-fighting the Government had gained partial control of the situation; then, it was said, about 150 had been killed. President Francisco Madero led the Loyalists during certain of the operations, and the Government troops retook the Palace. The insurgents released Señor Felix Diaz and General Bernardo Reyes. By the afternoon,

AND GOVERNMENT TROOPS IN MEXICO CITY.

ILLUSTRATIONS BUREAU.

2. PHOTOGRAPHED FIFTEEN MINUTES AFTER THE FIGHTING ON THE DAY OF THE "COUP-D'ÉTAT": THE NORTHERN END OF THE NATIONAL PALACE IN MEXICO CITY, SHOWING FEDERAL SOLDIERS ON THE ROOF AND DEAD HORSES AND MEN UPON THE GROUND.

4. ABOUT TO ATTACK THE ARSENAL: REBEL SOLDIERS, WITH A GUN, IN THE STREET.

5. RIDING UP ONE OF THE CHIEF STREETS TO THE PALACE HALF AN HOUR AFTER THE REBELS HAD SUFFERED A DEFEAT: PRESIDENT FRANCISCO MADERO, SINCE SHOT DEAD WHILE BEING CONVEYED FROM THE PALACE TO PRISON.

Señor Felix Diaz's star was in the ascendant, and, with his followers, he assaulted and captured the Arsenal, despite a strong resistance on the part of the Federals. During the fighting before the Palace, General Bernardo Reyes was shot dead. Since then events have moved with tragic swiftness. There have been the "fugitive law" execution of Señor Gustavo Madero, other executions, and the violent deaths of Señor Francisco I. Madero, ex-President, and Señor Suarez, ex-Vice-President, as they were being conveyed at midnight from the Palace to prison.

PORTRAITS & PERSONAL NOTES.

Photo. Manuel.

M. DELCASSÉ,
Who has been appointed French Ambassador in St. Petersburg.

Photo. L.N.A.

SIR HENRY HIBBERT, M.P.,
Returned as a Unionist for Chorley at the recent bye-election.

M. DELCASSÉ'S appointment as French Ambassador to St. Petersburg has given great satisfaction in Russia, where his efforts, when in office, to promote Franco-Russian interests are remembered. He was Foreign Minister from 1898 to 1905. More recently he has been Minister of Marine.

Lung Yü, Dowager Empress of China, who died suddenly on Feb. 22, at the age of forty-four, was a niece of the great Dowager Empress, Tsü Hsi, who died on Nov. 15, 1908, the day after the death of her nephew, the Emperor Kuang-Hsü, whose consort Lung Yu was. Lung Yu had no children. The little ex-Emperor, Pu-Yi, is a son of her brother-in-law, Prince Chun.

Photo. Record Press.

THE LATE EMPRESS-DOWAGER LUNG YÜ OF CHINA, EMPRESS-CONSORT OF THE LATE EMPEROR KUANG-HSÜ.

Lord Sydenham has appointed Rao Bahadur P. D. Pattani, C.I.E., to the Executive Council of the Bombay Presidency. Mr. Pattani has long been Prime Minister to the Maharajah of Bhavnagar, and has proved a friend of progress and educational reform. He has paid several visits to this country in connection with railway questions.

Photo. Mitchet.

THE HON. RAO BAHADUR P. D. PATTANI, C.I.E.,
Appointed a Member of the Executive Council of Bombay.

Lord John Hamilton, who has been appointed Deputy-Master of the Household, is the second son of the late Duke of Abercorn, who died last month, and brother of the present Duke. He was born in 1884, was educated at Wellington, and is now a Captain in the Irish Guards. He contested North Tyrone in the Conservative interest in December 1910.

One of the most successful philatelists who have put stamp-collecting to commercial uses was the late Mr. Edward Stanley Gibbons, founder of the well-known firm of Stanley Gibbons, Ltd. He began collecting as a hobby at Plymouth, and built up a large business which he afterwards transferred to London.

News of another tragedy in the Southern ice fields reached London on Feb. 25, when it was announced that two members of Mr. Douglas Mawson's Australian Antarctic Expedition had lost their lives—an English officer, Lieutenant Ninnis, and a Swiss scientist, Dr. Mertz. Dr. Mawson sailed from Hobart in the *Aurora* in the winter of 1911-12.

Photo. L.N.A.

THE LATE LIEUTENANT NINNIS,
A Member of Dr. Mawson's Australian Antarctic Expedition, who was killed by falling into a crevasse.

As chairman of the Council of the British Olympic Association, Lord Desborough, who recently resigned, has been succeeded by the Duke of Somerset. The Duke took the chair at the annual meeting held the other day in Caxton Hall. The next Olympic Games will take place at Berlin.

Sir Henry Hibbert, the new Unionist Member for Chorley, received his knighthood in 1903 in recognition of his public work in Lancashire. He is a magistrate, Vice-Chairman of the County Council, Chairman of the Education Committee, and has twice been Mayor of Chorley.

As Lord Henry Ulick Browne, the late Marquess of Sligo spent thirty-five years in the Civil Service of Bengal—from 1851 to 1886—and was at one time Home and Financial Secretary to the Indian Government. During the Mutiny his wife and son, Lord Altamont, who now succeeds him, had narrow escapes.

East Antrim has returned unopposed, as a Unionist, Major Robert McCalmont in place of his late father, Colonel McCalmont. The new Member, who is only thirty-one, fought in South Africa, and subsequently joined the newly formed Irish Guards. He was one of the escort that accompanied the King (as Prince of Wales) to Australia.

Photo. Lafayette.

THE LATE MARQUESS OF SLIGO,
Formerly Home and Financial Secretary to the Indian Government.

To win the Waterloo Cup twice is a notable distinction in the world of sport. Mr. Samuel Hill-Wood, whose dog, Hung Well, was victorious at Altcar the other day, also won the chief coursing trophy in 1910 with his Heavy Weapon. Mr. Hill-Wood is M.P. (Conservative) for the High Peak Division of Derbyshire, and a J.P. for Herefordshire.

Sir William Arrol, head and founder of the great firm of engineering contractors and bridge-builders, started business as a small contractor in Glasgow in 1868. The greatest works which the firm carried out were the Forth Bridge (from the plans of Sir John Fowler and Sir Benjamin Baker), the Tower Bridge, and the second Tay Bridge. Sir William Arrol was M.P. (Liberal-Unionist) for South Ayrshire from 1895 to 1906.

THE LATE MR. EDWARD STANLEY GIBBONS,
The well-known Philatelist.

LORD JOHN HAMILTON,
Appointed Deputy-Master of the Household.

Photo. Bassano.

THE DUKE OF SOMERSET,
Who has become Chairman of the British Olympic Association.

Photo. Russell.

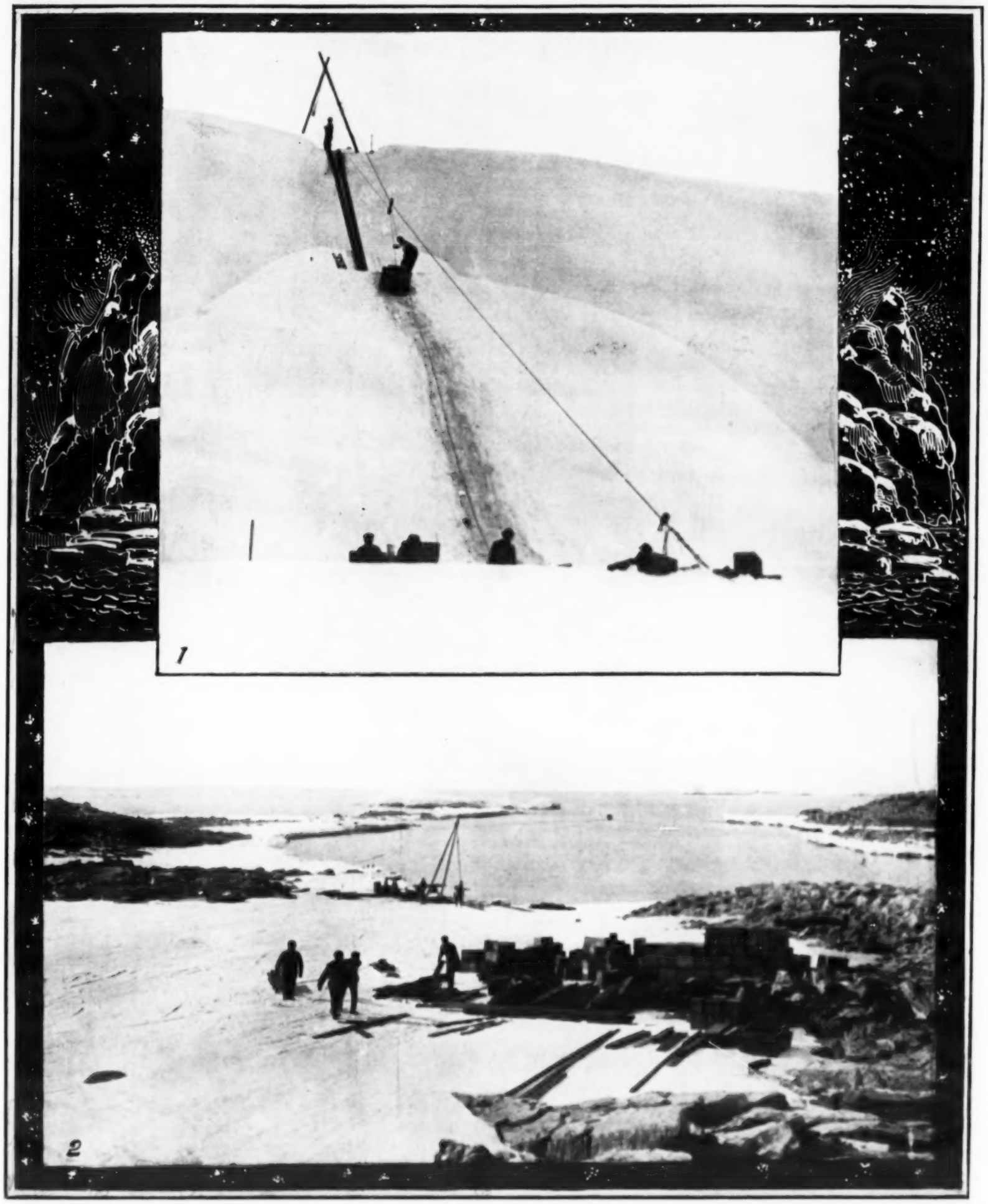
MAJOR ROBERT McCALMONT,
Returned Unopposed as M.P., (Unionist) for East Antrim.

MR. SAMUEL HILL-WOOD,
Who has Won the Waterloo Cup for the Second Time.

THE LATE SIR WILLIAM ARROL,
The Famous Engineer.

THE SECOND ANTARCTIC DISASTER: BASES OF THE MAWSON EXPEDITION.

PHOTOGRAPHS SUPPLIED BY MR. WILLIAM HEINEMANN.



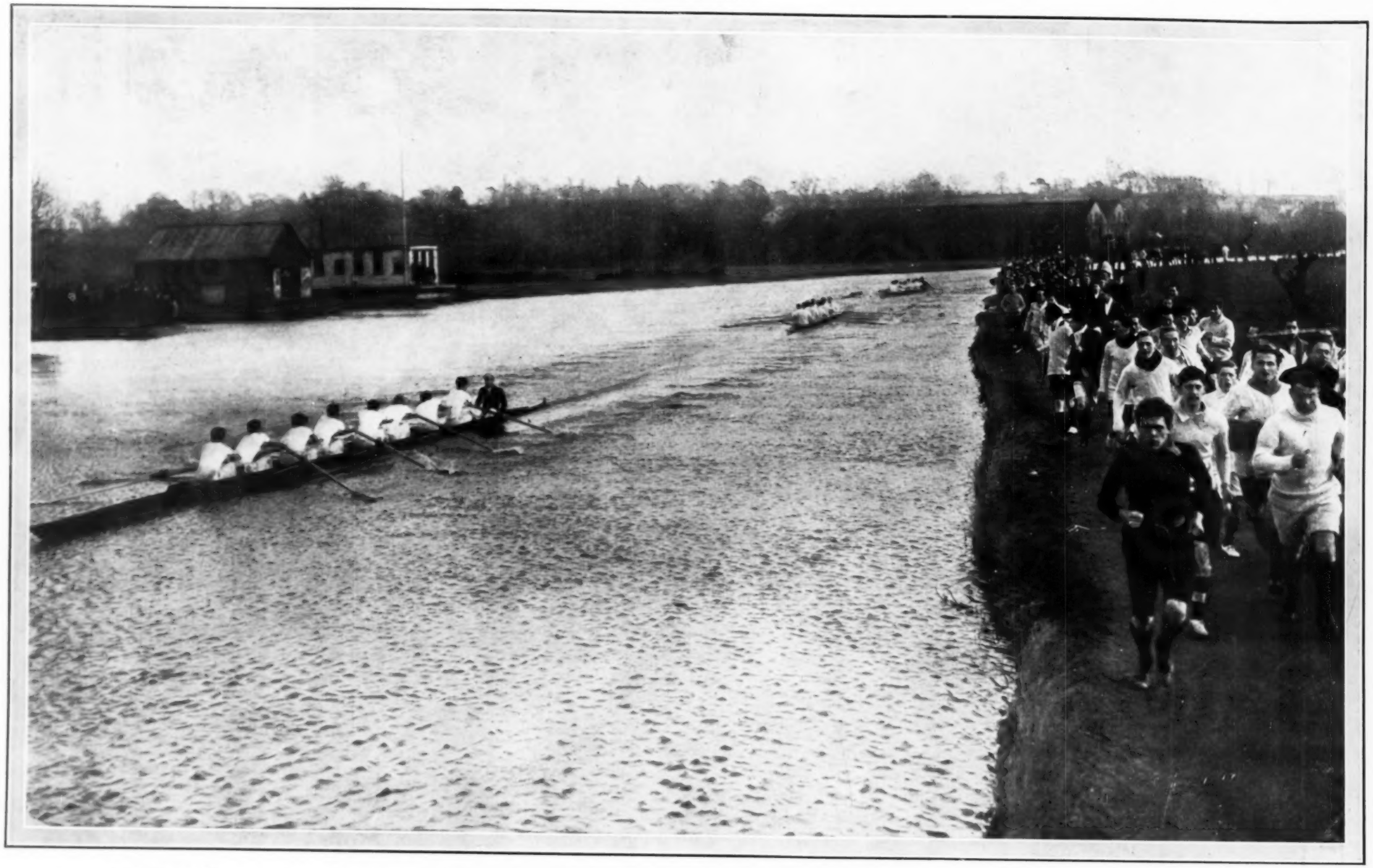
1. THE SECOND BASE OF THE MAWSON ANTARCTIC EXPEDITION: HAULING STORES TO THE TOP OF THE ICE-TONGUE, WHICH IS 120 MILES LONG, 17 MILES FROM LAND, AND LIES OVER 200 FATHOMS OF WATER.

2. THE MAIN BASE OF THE MAWSON ANTARCTIC EXPEDITION, WHERE THE LEADER AND SOME OF HIS PARTY, HAVING MISSED THE RELIEF-SHIP "AURORA," WILL PROBABLY HAVE TO STAY ANOTHER WINTER: IN ADÉLIE LAND; SHOWING THE WIRELESS-TELEGRAPHY APPARATUS AT THE EDGE OF THE BOAT-HARBOUR.

In a telegram dated February 25 came news, by wireless from Adélie Land, that Dr. Mawson and some six of his staff, having missed the "Aurora," owing to unfortunate circumstances, will probably have to stay in the Antarctic for another winter. The same message stated that Lieutenant Ninnis, of the Expedition, son of Inspector-General Ninnis, and Dr. Mertz, a Swiss, were dead. Later it became known that Lieutenant Ninnis was killed instantly on January 14 by falling into a crevasse while sledging. Dr. Mawson remains in wireless communication with Australia. With regard to the first of our photographs, it must be said that, when it was taken, the eight men at this base were on an ice-tongue 120 miles long, and their camp was seventeen miles from land with 200 fathoms of water below it. The ice was believed to be three years old, and there was danger that if it broke away the party would be lost. The main base is in Adélie Land, has a fine boat-harbour, and shows signs of land as well as ice.

MAGDALEN'S ROYAL UNDERGRADUATE: THE HEIR TO THE THRONE AS SPORTING UNIVERSITY MAN.

PHOTOGRAPH BY GILLMAN.



RUNNING ALONG THE TOW-PATH, IN COMPANY WITH MANY OTHERS, CHEERING HIS COLLEGE BOAT: THE PRINCE OF WALES AT THE "TORPIDS."

The Prince of Wales is following the traditions of Oxford life, and is going in not only for study, but for sport. For example, he has been playing football as a member of Magdalen College A team, has been golfing, and has been out with the Magdalen and New College Beagles. Now we see him running along the tow-path and cheering his College boat at the end of last week, during the "Torpids" His Royal Highness will be noted as the third figure from the left in the foreground, just behind the second pair of leading figures. Fifty-five bumps were registered. Magdalen I. kept pride of place; while Magdalen II. and Worcester each made six bumps, Wadham and St. Catherine's five. New College II., St. John's II., Exeter II., and Queen's each rose four places, and Pembroke, three; Corpus fell six; Merton, Balliol II., and University I., five; Lincoln, four; and New College, Oriel, and University II., three.

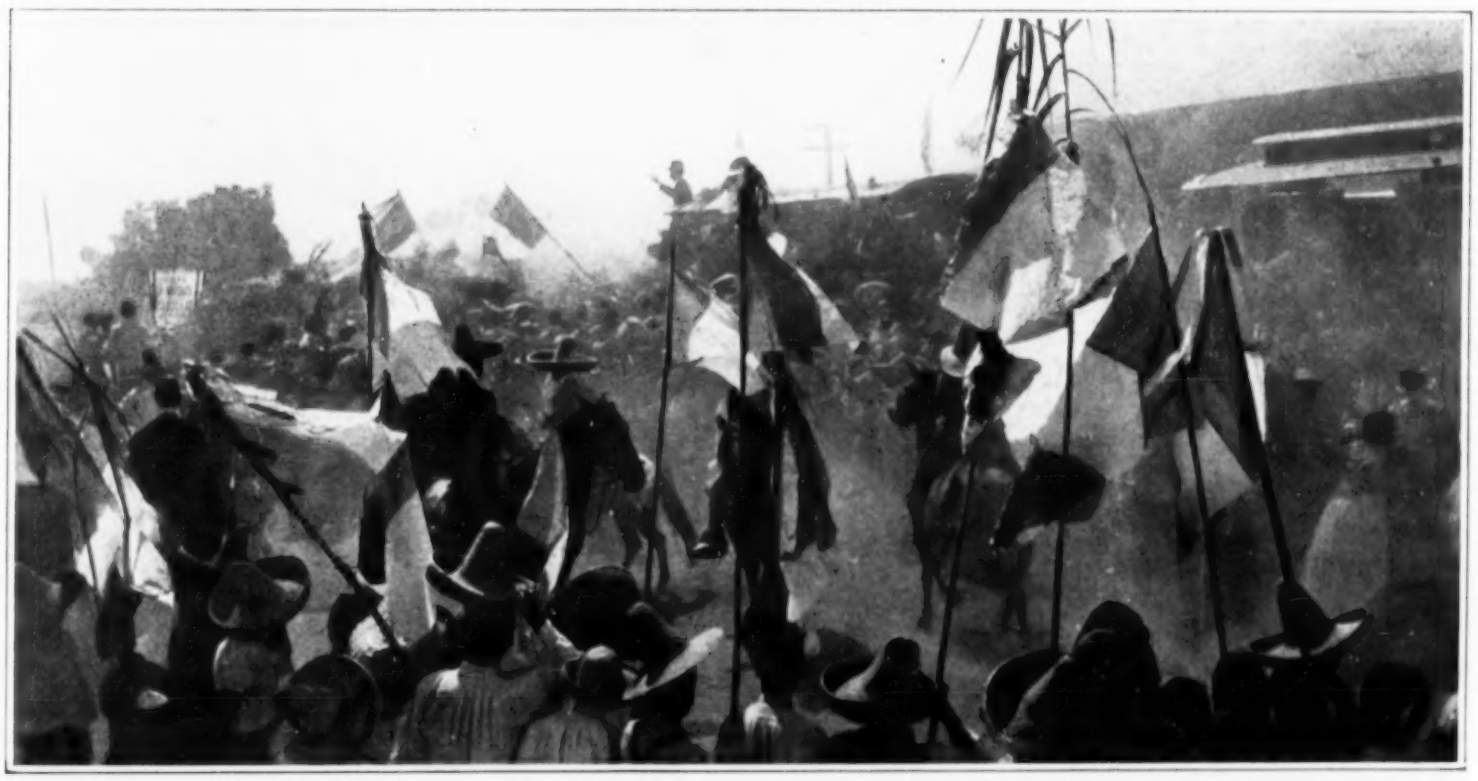
IN THE "FUGITIVE LAW" COUNTRY: PHOTOGRAPHS FROM MEXICO.

Photographs by Excelsior Illustrations and Others.

Reported, Early in the Week, to be Marching against Mexico City from the North: General Figueroa.

THE SORT OF SCENE CIVIL WAR MAKES A COMMONPLACE IN MEXICO: REBELS REMOVING A SAFE, CONTAINING THE "TREASURY" OF A DEFEATED GARRISON, DURING A MEXICAN REBELLION.

Reported, Early in the Week, to be Marching against Mexico City from the North: General Pasqual Orozco.



THE KIND OF RECEPTION A POPULAR PRESIDENT RECEIVES: A GREETING TO SEÑOR MADERO, THE DEAD EX-PRESIDENT, IN QUERETARO, WHERE MAXIMILIAN, EMPEROR OF MEXICO, WAS SHOT IN 1867.

WHERE PRESIDENTIAL COUNCILS OF WAR ARE HELD: THE MINISTERIAL ROOM IN THE PALACE, MEXICO CITY.

SHOWING THE NARROW OPENINGS FOR RIFLE-FIRE, PRISONS ALWAYS BEING THE FIRST BUILDINGS ATTACKED BY REBELS: A TYPICAL MEXICAN GAOL.

Writing ahead of our date of publication, it is impossible for us to say much that is precise with regard to the condition of things in Mexico; but it may be recalled that the world was shocked on February 24 to learn that the shooting of Señor Gustavo Madero under "Fugitive Law" had been followed by the violent deaths of Señor Francisco I. Madero, until the "coup-d'état" of the other day President of the Mexican Republic, and Señor José M. P. Suarez, the ex-Vice-President. The official account of this tragic happening said that Señors Madero and Suarez were shot during an attack upon the motor-cars in which they were being taken from the Palace to prison. There are not wanting, however, those who allege that the whole affair was planned so that Señors Madero and Suarez might be removed speedily from the path of those opposed to them, who otherwise would have had to give them a trial. On the same day, it was reported that General Orozco, in the north (with between three and four thousand men); General Figueroa, Inspector-General of the Rurales, also in the north, in the State of Chihuahua; and Señor Emilio Zapata, then at Morelos (with nearly ten thousand men), were seeking to join forces for an attack upon Mexico City, which was then practically in a state of siege.

ART · MUSIC & THE · DRAMA

AS MARGRETE: MISS NETTA WESTCOTT IN "THE PRETENDERS," AT THE HAYMARKET.

MICHAEL ANGELO & POPE JVLIVS THE SECOND IN THE SISTINE CHAPEL

AS LADY RAGNHILD: MISS HELEN HAYE IN "THE PRETENDERS," AT THE HAYMARKET.

MUSIC.

DR. Arthur Somervell's new Symphony is a distinctly interesting contribution to modern British music, but it lacks the qualities that make a wide appeal. It is not sensational; it is not vulgar; in no movement are the listener's ears strained beyond the limit of comfortable exercise. The work suggests a certain maturity of thought, a quiet contempt for ultra-modern method, a desire to deliver a straightforward message which, while it will not stimulate a jaded musical appetite, may be defended before the bar of cultivated opinion. Perhaps restraint is carried a little too far; but, if this be a fault, it is a welcome one. Few pieces of serious music will yield their beauty at a first hearing—no symphony ever does—but they can offer an impression. Dr. Somervell's work leaves us with the belief that he has something to say, that he is master of the means of saying it, and that we should welcome a second hearing. Perhaps the orchestra will do even better justice to the score when the symphony is repeated.

IBSEN'S "THE PRETENDERS," AT THE HAYMARKET: MR. BASIL GILL AS HAKON HAKONSSON.

At the Opera, the choreographic tableau arranged by MM. Nijinsky and Léon Bakst in connection with Debussy's prelude to "L'Après-Midi d'un Faune" has been received with enthusiasm. The setting is a riot of primary colouring, vivid as a picture by Charles Sisley or Renoir. Nijinsky is the faun whose gestures, aided by the music, are more eloquent than words. The nymphs, with their exquisite draperies and formal movement, might have been plucked from the Grecian urn that inspired the genius of Keats; they find in Debussy's wonderful music the charm that makes their archaism a thing of joy. Ballet has known nothing quite like this tableau, which takes but a few minutes for its presentation and yet lingers in the memory like a fresh and pleasurable emotion. By its side "L'Oiseau de Feu" seemed almost commonplace. Debussy should be persuaded to write a ballet for M. Nijinsky and his colleagues.

THE DEATH OF NICHOLAS ARNESSON, BISHOP OF OSLO. MR. E. ION SWINLEY AS PETER AND MR. WILLIAM HAVILAND AS THE BISHOP.

The large audience that assembled for the revival of "Salome" was justified of the faith that was in it, for the performance was uncommonly good. Mme. Aïno Ackté is one of the best exponents of the name-part, and she did not spare herself. She alone of the company contrived to be heard throughout the evening in spite of the orchestra. Mr. Beecham's attitude was distinctly heroic; it suggested the "Up, Guards, and at 'em," tradition of the valiant Briton; but there are moments when "Salome" calls for rather more than this, and last week the call was made in vain. The Rabbis suffered greatly at Mr. Beecham's hands: one suspected him for a brief moment of Anti-Semitism. Herr Hermann Weil as John the Baptist and Muriel Terry as the page of Herodias deserved even more recognition than they received. "Salome" wears better than "Elektra." It is a horrible work enough; but, whatever one may think of it, the fact remains that Dr. Strauss has captured the exotic and erotic atmosphere of the East as no other composer has done, and the stage pictures haunt the memory.

Mr. Campbell McInnes, who gave a vocal recital at the Æolian Hall last week, has a voice that is bound to delight the listener. The range is limited, but within the limit there is nothing but beauty. Mr. McInnes has a fine taste in music; his songs, whether in English, French, German, or Italian, were as wisely chosen as they were finely sung. Mr. Hamilton Harty's accompaniment was by no means the least enjoyable part of a delightful performance.

"THE PRETENDERS": MR. E. ION SWINLEY AS PETER AND MR. LAURENCE IRVING AS EARL SKULE.

Mr. Cecil Sharp has given, at the small Queen's Hall, three lectures on the old English dances. These dances are being revived all over the countryside, and are doubtless doing much for music; but it seems a pity, if we are to have a revival of open-air merry-making, that this twentieth century cannot find an idiom of its own without going back to a time when the conditions of life were so vastly different from ours. The country dances of Mr. Sharp's delight are not, and cannot be, the expression of this generation's moods, though they are interesting as a survival.

"THE PRETENDERS" AT THE HAYMARKET: WAITING FOR THE CHOOSING OF THE KING.

BY AIR, WATER, AND FIRE: MAN VERSUS THE ELEMENTS.

THE TURKISH VESSEL THAT SANK A GREEK CRUISER: THE "HAMIDIEH" IN BIGLIE BAY, MALTA.

The "Hamidieh" paid a surprise visit to Malta on February 14, driven thither by stress of weather after cruising in the Red Sea and off Port Said. She left Malta on the 16th for an unknown destination. The "Hamidieh" had not long ago escaped from Constantinople. Her captain, Raouf Bey, said that the Greek cruiser "Macedonia" was not sunk by her commander, as reported, but by the "Hamidieh."

Photo. Topical.

HEROES OF THE MERCANTILE MARINE HONOURED IN THE CITY: THE PRESENTATION TO THE CAPTAIN AND OFFICERS OF THE "SNOWDON RANGE."

Captain Dickinson and his fellow officers of the "Snowdon Range" received presentations on February 18, at the offices of the Salvage Association, Birchin Lane, in honour of their splendid work in bringing their vessel into port at Queenstown after six weeks' battling with storms in the Atlantic. The captain was given a gold watch and £400; the officers various sums. Simultaneously, gifts were made to the crew at West Hartlepool. The photograph shows Sir Edward Beauchamp, M.P., Chairman of Lloyd's, introducing the officers to members of Lloyd's. Sir Edward mentioned that, when other vessels offered to take them off, the "Snowdon Range" signalled "Declined, will remain to the end."

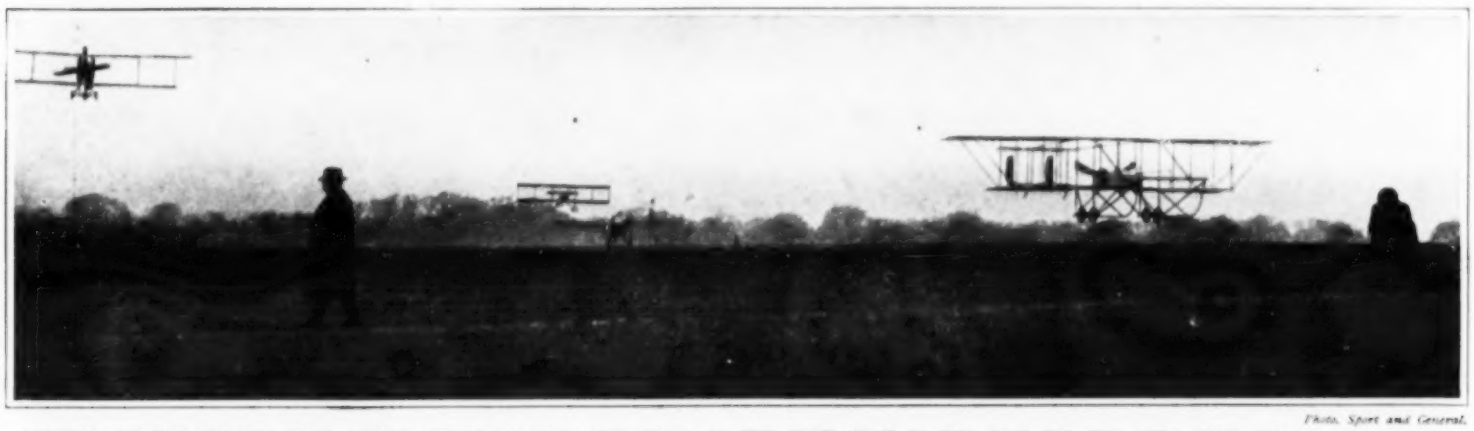


Photo. Sport and General.

ARRIVING AT THE WINNING-POST ALMOST SIMULTANEOUSLY: THE FINISH OF THE FIRST HEAT IN THE RACE FOR THE AERO SHOW TROPHY AT HENDON.

At the first aeroplane race meeting of the season, held at Hendon on February 22, there was some very close racing in the contest for the Aero Show Trophy, flown in two heats and a final. The above photograph shows the finish of the first heat, and indicates the wonderful advance made in aviation, for the four machines whizzed past the winning-post close together. P. Verrier was first on a 70-h.p. Maurice-Farman biplane; E. Vitry, on the big 110-h.p. Breguet biplane, was 3 seconds behind; and only 1·5 second after him was Gustav Hamel, on a new 50-h.p. Blériot monoplane; while Manton, on the old Grahame-White school biplane, was last. The final was won by Vitry, with Verrier second. The first two heats were flown over four laps of the aerodrome, and the final over eight laps, or twelve miles.

Photo. Underwood and Underwood.

RECENTLY DESTROYED BY FIRE: THE TROIZKY CATHEDRAL AT ST. PETERSBURG—BUILT BY THE EMPRESS MARIE, 1828-1835.

The Troizky Cathedral, one of St. Petersburg's thirteen cathedral churches, was recently burnt down. It contained many pictures and other works of art, some by Peter the Great. Most of these were saved. It was built by the Empress Marie, 1828-35. The monument seen on the right in the photograph was built with Turkish cannon captured in the Russo-Turkish War of 1877.

Photo. Sport and General.

"TOEING THE LINE" IN THE AERO SHOW SPEED CONTEST AT HENDON: THE START OF THE FIRST HEAT.

The photograph shows Manton, who had 2½ min. start in the handicap, getting away on the Grahame-White school biplane. Verrier followed 2 min. later; and Hamel had a few seconds' start from Vitry. The finish of this heat is shown in the photograph above. A remarkable point to be noted is the power of the modern airmen to start and fly in groups without colliding.

FILMING THE POLAR BEAR AT HOME: BIG-GAME CINEMATOGRAPHED.

1. DURING THE TAKING OF CINEMATOGRAPH PICTURES ON WRANGEL LAND: A POLAR BEAR SHOT DEAD: ANOTHER RUNNING TOWARDS IT.
2. PHOTOGRAPHED AT CLOSE QUARTERS FOR THE CINEMATOGRAPH: A POLAR BEAR IN THE WATER.
3. THE LASSOING OF A POLAR BEAR: THE BEAST SLIPPING THE NOOSE FROM ITS HEAD.
4. IN THE ICY WATERS OFF WRANGEL LAND, IN THE ARCTIC OCEAN, OFF N.E. SIBERIA: A POLAR BEAR SWIMMING.
5. A PROCEEDING TO WHICH THE MOTHER SHOWED HER OBJECTION BY STRIKING HER CUB WITH ONE OF HER PAWS AND THEN DUCKING IT UNDER WATER: A BABY POLAR BEAR HANGING ON TO ITS MOTHER'S TAIL, TO BE TOWED.
6. MAKING MOVING-PICTURES AT WRANGEL ISLAND: PHOTOGRAPHING AN INQUISITIVE POLAR BEAR.

When the Carnegie Museum, of Pittsburgh, decided to send an expedition to Alaska and Siberia, to secure specimens of the fauna of those parts, particularly birds and big game, it arranged that its equipment should include the apparatus for taking moving-pictures of animal life. "Hunting with a rifle," it is pointed out, "is comparatively child's play to hunting with a camera or moving-picture machine. One may shoot successfully at a distance of three hundred yards from cover that conceals the hunter.

[Continued opposite.

CINEMATOGRAPHING FAUNA: MAKING MOVING-PICTURES OF ANIMALS.

1. PHOTOGRAPHED DURING A WALRUS-HUNT FOR THE CINEMATOGRAPH: A HERD OF WALRUSES CONFRONTED BY THE CAMERA.
2. IMMORTALISED BY THE CINEMATOGRAPH-MACHINE: BABY SEALS.
3. DURING THE HUNT ORGANISED BY THE EXPEDITION: SHOOTING WALRUSES.
4. CINEMATOGRAPHED BY THE CARNEGIE MUSEUM EXPEDITION: A GROUP OF SEA-LION BULLS.
5. "SNAPPED" BY THE CINEMATOGRAPH-OPERATOR: MOOSE.
6. "TAKEN" FOR THE CARNEGIE MUSEUM: CARIBOU.

(Continued.)

A photographer of wild game must operate from within fifty to one hundred feet." The expedition went to Alaska by way of the "Inside Passage" and penetrated as far into the Arctic as Wrangel Land, which is an island off N.E. Siberia. Twenty thousand feet of film were taken during this trip, by Captain F. E. Kleinschmidt; and six thousand feet of this have been made up into six reels for public exhibition. We are able to reproduce the specimens given on two pages of this issue by courtesy of Mr. H. Winik, of 65, Strand, W.C.; and our readers may like to know further that the films are to be shown at the New Gallery Cinema, from March 3 onward.

SCIENCE AND NATURAL HISTORY

A MEMBER OF THE FIRST ADVISORY COUNCIL FOR THE SCIENCE MUSEUM: SIR MAURICE FITZMAURICE, C.M.G.

Sir Maurice Fitzmaurice was Chief Engineer to the London County Council from 1901 to 1912. Among the important works he has carried out have been the Rotherhithe Tunnel, Vauxhall Bridge, Kingsway, and the London Electric Tramways.

Photograph by Elliott and Fry.

A MEMBER OF THE FIRST ADVISORY COUNCIL FOR THE SCIENCE MUSEUM: SIR JOHN MURRAY, K.C.B., F.R.S.

Sir John Murray, the eminent oceanographer, is a Canadian by birth. He accompanied the "Challenger" Expedition in 1872-76 for the exploration of ocean basins, and edited the report in fifty volumes. He has conducted many other scientific voyages.

Photograph by Elliott and Fry.

SCIENCE JOTTINGS.

THE TARPON'S DEAD RIVAL.

So recently as Jan. 11 the readers of *The Illustrated London News* were presented with some wonderful pictures of that very wonderful fish, the tarpon, which, it was pointed out, may attain a length of as much as seven feet, and a weight of between two and three hundred pounds. Undoubtedly such a fish at the end of a rod and line will afford both an anxious and an exciting half-hour. But the British Museum of Natural History has just acquired a tarpon-like fish which makes these seven-foot monsters mere dwarfs! Such news may well set the pulses of tarpon-fishers throbbing. But, alas! to no purpose. The giant to which I now refer has been dead a very long while—a million years or so. Its remains—in a most extraordinary state of preservation—will be found in the Geological Gallery. Measuring just fourteen feet in length, it must have weighed between four and five hundred pounds, perhaps nearer five hundred. It was obtained from the chalk of Kansas, and has a quite remarkable history. It was found by Professor Sternberg, who has achieved a world-wide fame for his discoveries of fossil fish and his quite amazing skill in digging his finds from the rock in which they are embedded. This specimen was found exposed at the surface of the ground, and much the worse for the wear-and-tear of wind and rain and sun. But Professor Sternberg was equal to the occasion. For just as there are two sides to every question, so there are two sides to every fossil; and the resourceful discoverer determined to get at that other side in the case of this very stale fish; for the exposed side was useless. Accordingly he covered it with a thick layer of plaster-of-Paris, and when this was set he proceeded to dig out the fossil from its bed of chalk. This accomplished, he cut away the stone from this under-surface, and eventually succeeded in exposing the whole fish, which, it will be seen, is in a most marvellous state of preservation.

But *Portheus molossus*, as the savants have called this huge creature, was by no means confined to the waters of the area known as Kansas. On the contrary, similar remains of individuals quite as big have been obtained in regions so remote from Kansas as Queensland and Great Britain. Strangely enough, however, it is only in America that entire fossils are found. In whatever other area of the world they have turned up, the remains are fragmentary only—a few bones of a skull, a few vertebræ, a tail. This shows that the conditions of deposition were more tranquil in the American waters.

In contemplating this monster, the question irresistibly asserts itself: What brought about its extinction throughout such an enormous area? So far as one can see, *Portheus molossus* had not committed the fatal mistake of becoming "highly specialised"; on the contrary, from the evidence of its skeleton it was, at the time of its extinction, as fitted to survive as the modern tarpon. One feels almost inclined to ask the oft-repeated question, Is there a term to the life of a species as there is to the life of an individual? But it is not one merely concerned with this particular fish, for it had numerous relatives, many quite diminutive species; and these, too, have become extinct. Like most fishes, the whole family were carnivorous. A glance at the formidable teeth of this giant is sufficient to attest this, and therefore it is unlikely they can have been starved out of existence. The explanation which seems most reasonable is that this particular group of fishes had become very sensitive to changes of temperature, and a sudden lowering thereof brought about the extermination of the race. But this is unsatisfactory, since one can hardly conceive of a lowering of temperature which must have extended over such vast areas as is represented by the geographical distribution of these fishes. Unless—and this may indeed have been the case—they were exterminated in sections, so to speak: first one area, then another, suffering a sudden cooling. Such changes, even at intervals of a thousand years or so, would account for the final extinction of the race. Evidence of catastrophes of this kind we purpose to furnish on another occasion.

W. P. PYCRAFT.

Photo. Underwood and Underwood.

SET A SNAIL TO CATCH A SNAIL: GLANDINAE, WHICH IT IS PROPOSED TO INTRODUCE INTO FRANCE TO RID GARDENS OF THE ORDINARY SNAIL AND OTHER GASTEROPODS.

Professor Bouvier has presented to the National Agricultural Society of France some glandinae from Mexico, that it may be seen whether these will flourish on French soil. Should they do so, it is suggested that many of them shall be imported, that they may rid gardens of the ordinary snail and other gasteropods; for, be it remarked, an adult glandina has been known to devour ten snails in twenty-four hours! The glandinae are a genus of pulmonate molluscs, or snails, typical of the family Glandinidæ. Of the one hundred and thirty-four kinds hitherto described, fifty-three are natives of the Antilles, especially Cuba, Jamaica, Haiti, and Porto-Rico; forty-eight of Mexico and Guatemala; and most of the remainder of various parts of South America. As we have already said, it remains to be seen whether the imported specimens will be able to live in France, but in this connection it may be noted that some are to be found in Europe and in the neighbourhood of the Mediterranean.

Photo. Underwood and Underwood.

AT THE WORK UPON WHICH THEY WILL BE EMPLOYED IN FRANCE—IF THEY CAN LIVE THERE: GLANDINAE DEVOURING AN ORDINARY SNAIL.

Photo. Underwood and Underwood.

PRESENTED TO THE NATIONAL AGRICULTURAL SOCIETY OF FRANCE FOR OBSERVATION PURPOSES: A GLANDINA DEVOURING AN ORDINARY SNAIL.

LIVING A MILLION YEARS OR SO AGO: THE FOURTEEN-FEET-LONG PORTHEUS MOLOSSUS, WHICH WEIGHED BETWEEN FOUR AND FIVE HUNDRED POUNDS—HERE SEEN IN FOSSIL FORM.

These remains of the remarkable fossilised, tarpon-like fish have just been acquired by the British Museum of Natural History, and are to be found in the Geological Gallery. They came from the chalk of Kansas. A full description is given on this page.

THE WAVE OF PATRIOTISM IN FRANCE: PARISIAN FIGHTING-MEN.

DRAWN BY L. SABATTIER.

OF THE OLD ORDER OF THINGS AND OF THE NEW: THE SEVEN-YEARER, OF 1870; AND THE FUTURE THREE-YEARER, OF 1913—A STREET SCENE DURING PRESIDENT POINCARÉ'S FIRST STATE DRIVE IN THE CAPITAL.

The announcement of the new Bill by which the peace strength of the German Army will be increased, within the next few months, to 850,000 men, has not passed by any means unremarked in France, and, at the moment of writing, it is understood that the Chamber will be called upon to vote an extraordinary credit of from £2,800,000 to £3,200,000 for improvement in the army *matériel* and equipment. In addition, it is reported that there will be demanded before Easter a further extraordinary vote, it is said of £20,000,000, to be devoted to army improvements. Further, there is the belief that the time of service with the "active" army will be extended from two years to three, though this may be only for cavalry and artillery. It seems needless for us to remark that military service is compulsory in France and universal, the only exemptions being for physical disability. Liability to service extends from the age of twenty to the age of forty-five. At present, the term of service in the active army is two years. Then follow eleven years in the reserve, six years in the territorial army, and six years in the territorial reserve.

RECEIVING POWER: THE NEW FRENCH PRESIDENT TAKING OFFICE.

DRAWN, AT THE CEREMONY, BY J. SIMONT.

THE HANDING OVER OF THE DUTIES OF THE CHIEF OFFICIAL OF FRANCE: M. FALLIÈRES, EX-PRESIDENT, AND M. POINCARÉ, PRESIDENT, SHAKING HANDS AT THE ÉLYSÉE, ON FEBRUARY 18.

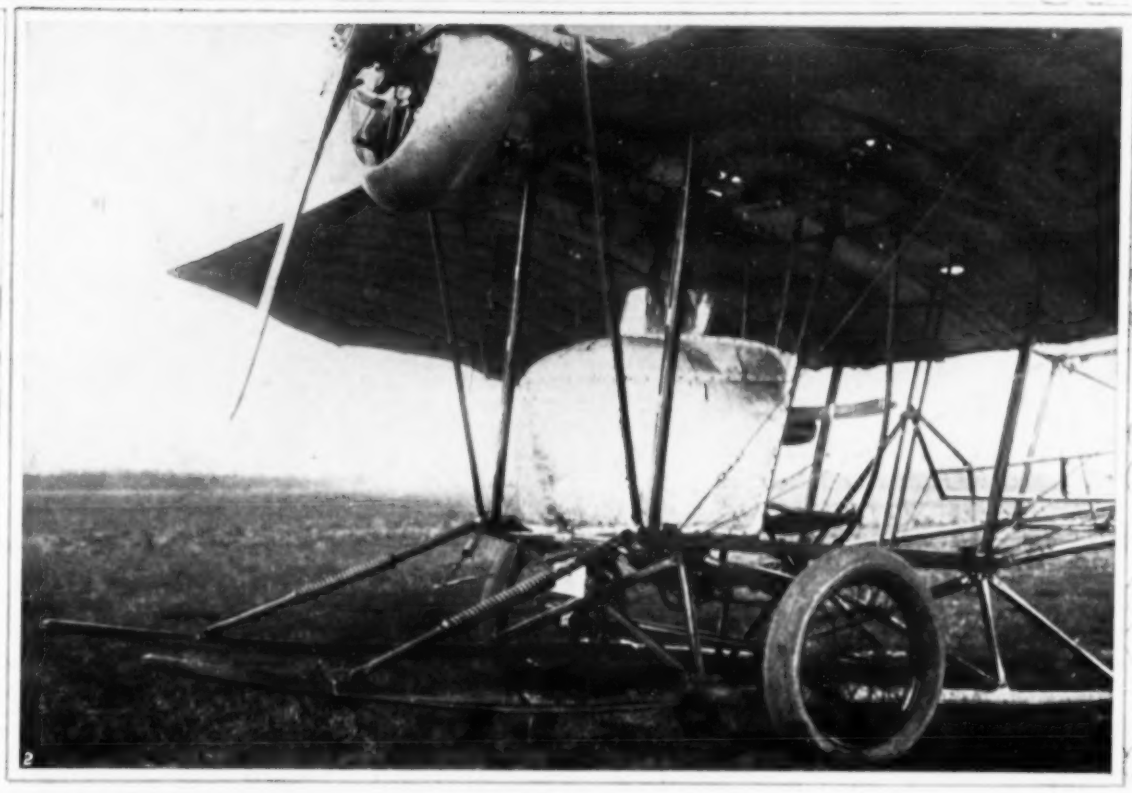
On February 18, M. Fallières' term of office as President of the French Republic came to an end, and M. Raymond Poincaré was installed in his stead. In evening dress, without Orders, the new President drove to the Élysée in an open state landau, escorted by cuirassiers, and amidst cordial greetings. At the top of the Grand Staircase of the Palace, the new President was received by the old, who conducted him to the Salon des Ambassadeurs. There M. Fallières transmitted to his successor in office the powers which he held from the National Assembly of 1906. M. Poincaré replied, and then the President and the ex-President shook hands. After this, M. Poincaré received, from the Grand Chancellor of the Legion of Honour, the Grand Collar of the Order, of which each President is Grand Master. On the left of the drawing is a group of Ministers—MM. Barthou, Etienne, Dupuy, Briand, Baudin, and Steeg. Behind M. Fallières is M. Jonnart. Behind M. Poincaré is M. Deschanel.

AIRMAN AND SEAT AS PENDULUM: THE STABLE MOREAU.

Photographs by Topical.

rudder; the lateral poise is effected by ailerons operable by a special lever; the longitudinal poise is obtained by another special lever operating the horizontal rudder. All these personal control devices are old and well known. The most interesting feature of the Moreau monoplane is the combination of arrangements for longitudinal control. As already stated, the rear horizontal rudder is operable automatically by the pilot's seat, movable only lengthwise of the machine, and manually by a special hand-lever. But, furthermore, there is a brake operable either by the hand actuating a lever or by the wind acting on a pressure-plate, whose function is to lock the pendulum-seat so that the whole machine becomes, for the time of braking, as one rigid body. Thus the aeroplane is instantly convertible from one having either manual or automatic control to one having only manual control, and in either case it has considerable inherent stability by virtue of its shape and low centre of mass. The pilot-seat pendulum of Moreau's monoplane, which has also characterised the designs

We quote the following notes about the Moreau automatically-balanced monoplane from the "Scientific American": "M. Moreau, of Paris, has been testing a monoplane which commands attention chiefly because it is provided with an automatic stabiliser. . . . It has provision both for automatic stability and for personal control. The lateral automatic stability is secured partly by the wing shape, partly by the low placement of the mass centre. These are old and obvious devices which serve in favourable weather and in easy manoeuvres. Longitudinal automatic stability is secured by placing the pilot in a pendulum-seat shielded from the wind, movable only in a fore-and-aft direction, and actuating control cords running back to the horizontal rudder. This general pendulum device for automatic control has formed the basis of many patents, but as here applied has some noteworthy features presently to be indicated. As to the mechanism for personal control, it should be noted that the steering is done by the feet working cords connected with a rear vertical



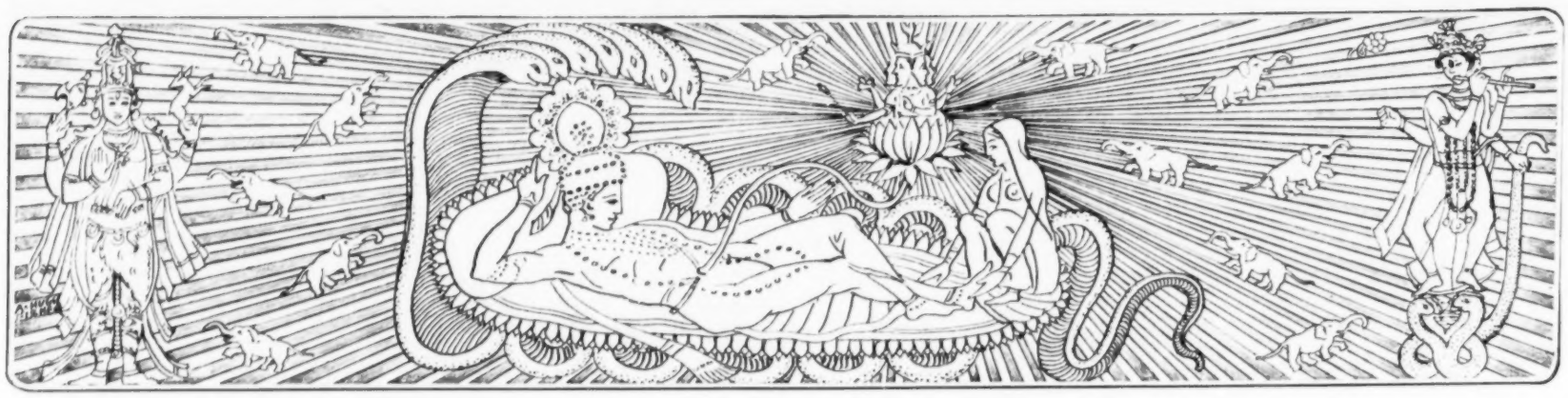
of other inventors, has the advantage of exerting sufficient force to work the control-wires unaided by auxiliary power; whereas the light pendulum controls so frequently proposed, during the past generation or more, for automatic stabilising, require some intermediate mechanism and a special source of power, such as compressed-air, or gearing driven by the motor, etc. . . . Apparently such a pendulum control should be regarded as a fair-weather device. In long voyages it can relieve the pilot during much of the time, even if it cannot be depended upon to save him in the most severe atmospheric conditions. It may be expected, therefore, that if nothing better be forthcoming, the pendulum control will win favour with some aviators, as a convenient auxiliary, if not as a life-preserver. But it must be remarked that although practical automatic controls of various pendulum types, as well as other kinds, have been shown by their inventors to be mechanically operative, they have not made remarkable headway toward general adoption. . . . These remarks apply to pendulums of ordinary type. . . ."

1. MADE AUTOMATICALLY STABLE LONGITUDINALLY BY THE PLACING OF THE AIRMAN IN A PENDULUM-SEAT: THE MOREAU AUTOMATICALLY-BALANCED MONOPLANE IN FLIGHT.

2. SHOWING THE PENDULUM-SEAT AND ITS WIND-SHIELD: THE CHASSIS OF THE MOREAU AUTOMATICALLY-BALANCED MONOPLANE; WITH LANDING-WHEELS AND SKIDS.

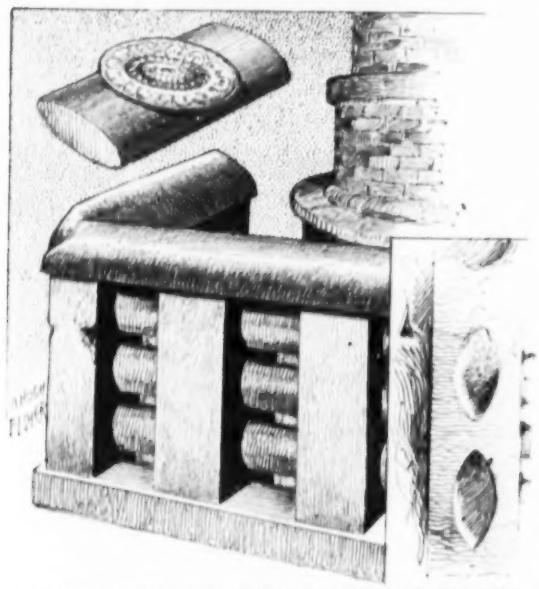
3. THE FLYING-MACHINE WHICH IS SAID TO HAVE CONQUERED THE PROBLEM OF THE AUTOMATIC STABILITY OF SUCH AIR-CRAFT: THE MOREAU AUTOMATICALLY-BALANCED MONOPLANE AT REST.

At a meeting held a few days ago, at the Louis le Grand Lycée, it was announced by the President of the French National Aerial League that the problem of the automatic stability of aeroplanes might be looked upon as solved by the new Moreau automatically-balanced monoplane. The French military authorities have had the machine under test for some time, and it may be noted further that, on the authority of M. Quinton, M. Moreau has flown with a military passenger for thirty-five minutes without touching any governing part of his machine, save for rising or descending. If all that is claimed be fulfilled, the invention has gone some way to make flying safe.



VIGNETTES OF EMPIRE.—XI.: BENARES.

FIVE hundred years before the Christian Era, Buddha came from Gaya to Sarnath, four miles from the present Benares, to establish there his religion. The great "tope," a huge upright cylindrical mass of stone and brickwork, which rises 110 feet above the surrounding ruins, reminding one of the Buddhist dagobas at Anuradhapura in Ceylon, stands in the middle of what was called the deer-park. The story is that Buddha, struck by the loveliness of the gazelles, took the form of one and became king of the herd. A certain rajah, hunting one day with a cheetah, saw this splendid creature and ordered the cheetah to be loosed upon him. Just as the leather hood was about to fall from the cheetah's eyes, the mind of the rajah became enlightened, and, prostrating himself in the dust, he cried out: "Oh, sublime master, truly thou art a man—and what a man!—in the shape of a beast, whereas I, that wickedly sought to kill thee, I am a beast—and oh, how stupid a beast!—hidden under the shape of a man."



EXCAVATED AT THE SPOT WHERE BUDDHA TOOK THE FORM OF A GAZELLE: CURIOUS STONE RAILS AT SARNATH.

Sarnath became a great place of pilgrimage, and the remains of the monastery and other buildings which were erected in the deer-park have now for some years been in course of excavation. Among other details I specially noticed a square chamber surrounded by short columns connected by rows of wide rails of stone, lozenge-shaped in section, and, on some of such cross-bars, circular medallions carved with patterns.

Perhaps the most remarkable among the finds at Sarnath is a large quadripartite lion capital and the column it surmounted. These are of polished granite, and the column, which was found in several pieces, must have been forty-five feet high.

In the tenth century of our era, Buddhism was crushed out by the Brahmins—the votaries of the very faith from which Buddha had seceded—and at Sarnath the great monastery was destroyed by fanatic fury, and its surprised monks were burned in a gigantic holocaust.

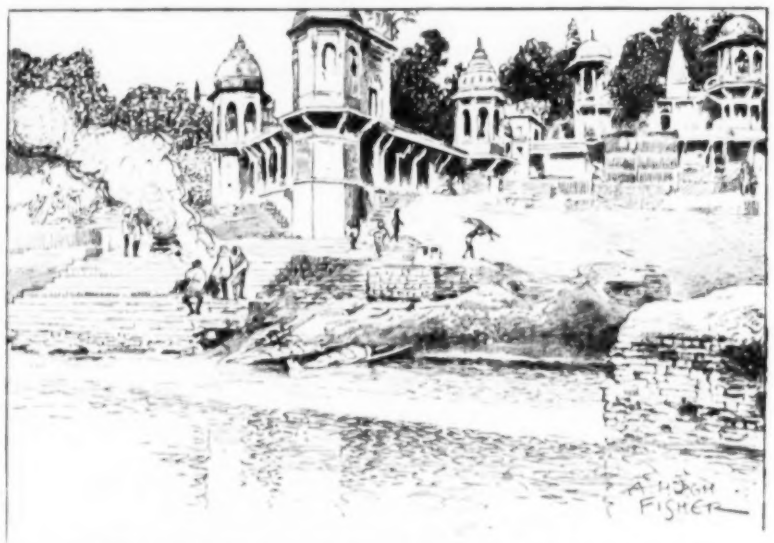
Not far away from these ruins, along a great crescent of the bank of the Ganges, Benares, the mysterious, spreads out to-day the marvels of its temples, its terraced embankments, its vast flights of stone steps, and its palaces, one beyond another, till, in the far distance, their forms seem to dissolve in dusty air of palpitating gold. Hardly a ruling house of India but has helped in their building. For four miles, from Asi Ghat at one end to the old Raj Ghat at the other by the Dufferin Bridge, the west side of the river presents this great irregular façade of the chief city of the Hindu religion, which claims to-day more than two hundred million adherents.

The mighty river has played strange freaks in flood-time, and, as my boat went slowly past the towering cliff of buildings, here and there I saw huge masses of masonry sloping at all angles, and broken from the foundations as if by earthquake; carved friezes fallen into the water, old inundated bastions thrusting decrepit heads above the tide, while the very steps of some of the most crowded ghats were rent and riven.

Towards the centre of the curve the ground itself rises, and in its midst, far higher than the palaces, which are mostly of five or six storeys, and above great flights of crowded steps, the two minarets of Aurungzebe's Mosque soar into the sky and remind one that the Moslems, though at Benares comparatively few in number, share in the veneration of the river.

Every morning, from one year's end to another, a myriad people throng the ghats of Benares chanting old Vedic hymns to the rising sun, and during the first hours of the day bathing and performing with meticulous care all the minutiæ of Hindu ritual. The chantings of a thousand voices as I approached the Manikarnika (ear-jewel) Ghat, the most sacred of them all, enlisted another sense to join with my eyes in wonder. Alas! that my sense of smell was so much more ignobly assailed! It is just above these steps that is situated the well, or rather, tank, of which the water is said to be the perspiration of Vishnu, and into which the wife of Siva once dropped an ear-ring. This is quite other than the well of knowledge, which Siva is said to inhabit, though the stench about each of them is not dissimilar.

The throngs upon the ghats include every caste, and the beneficent wave washes alike Brahmin and pariah, even as it bathes at the same time the living and the dead. Not far from the tumultuous shrilling of all those voices lie, propped with their feet in the water, several corpses, each rolled in bright-coloured cloth, and tightly bound between bamboo rods, waiting to be carried to the piles of logs above, being made ready for the burning.

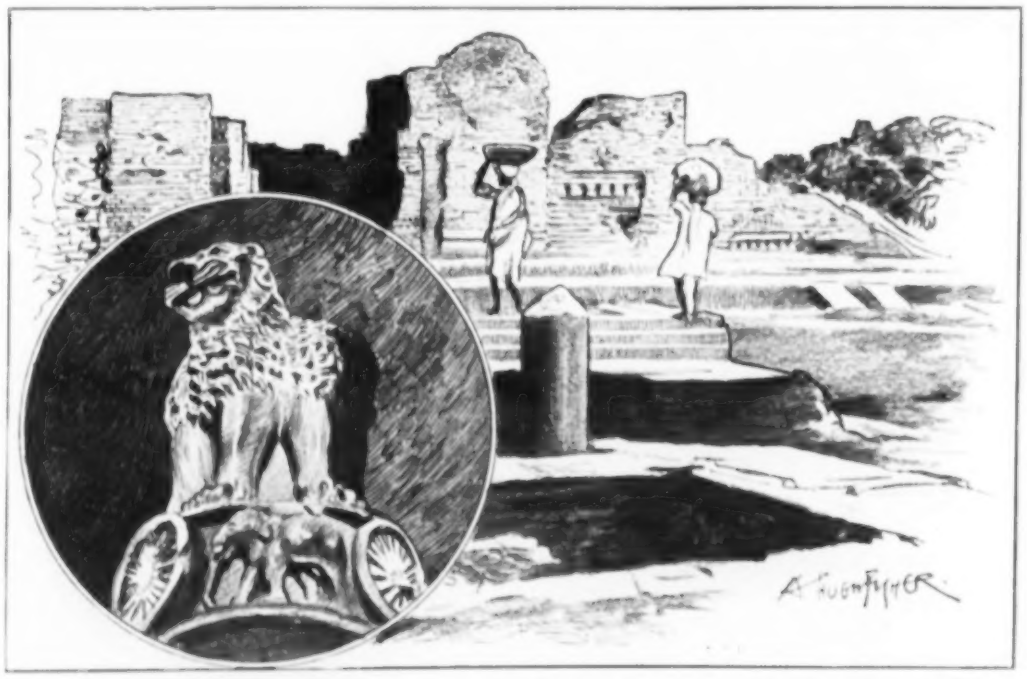


WHERE THE SMOKE OF BRAHMIN FUNERAL-PYRES ASCENDS ALL DAY: CORPSES AWAITING CREMATION AT THE BURNING GHAT, BENARES.

All day long the smoke of the pyres ascends, and one night, as I passed the burning ghat, I saw the flames, more lurid in the darkness, lighting up the figures of the mourners, sitting in rows upon the upper steps. The glare caught some of the huge umbrellas of dried grass, used in the day for shade, that hung like pale bucklers along the walls, and flickered upon the white robes of pilgrims at the foot of the steps putting little lamps to float on the water.

But there is burning at Benares a flame brighter than the river-lamps or fires of cremation—the dual flame of mental and physical development at the Central Hindu College, which was founded largely through the efforts of Mrs. Annie Besant. Watching a team of young men playing football in the college ground, with a white emblem of Siva by the goal, I thought the greatest promise of the future of India lay in that building given by the Maharajah of Benares in 1899—"For the education of Hindu youth in their ancestral faith and true loyalty and patriotism."

A. Hugh Fisher.

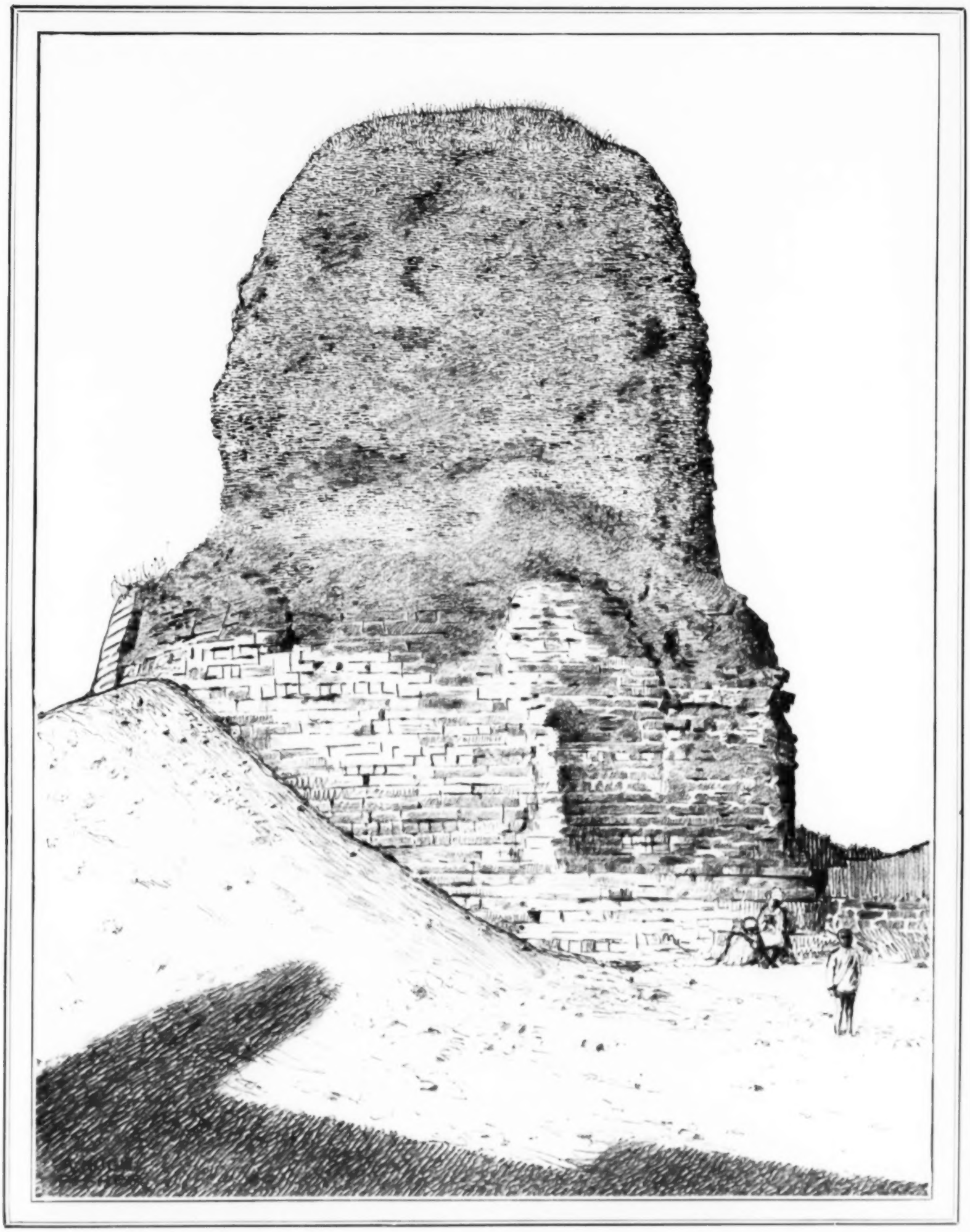


THE MOST REMARKABLE FIND DURING EXCAVATIONS AT SARNATH: A QUADRIPARTITE LION CAPITAL AND THE STUMP OF A 45-FOOT GRANITE COLUMN WHICH IT ONCE SURMOUNTED.

Drawings by A. Hugh Fisher.

WHERE BUDDHA BECAME A GAZELLE: THE GREAT "TOPE" AT SARNATH.

DRAWN BY A. HUGH FISHER.



RELIC OF A HOLOCAUST OF MONKS: PART OF THE BUDDHIST MONASTERY AT SARNATH DESTROYED BY FANATICAL BRAHMINS.

"Five hundred years before the Christian Era." We quote Mr. Hugh Fisher's article—"Buddha came from Gaya to Sarnath, four miles from the present Benares, to establish there his religion. The great 'tope,' a huge upright cylindrical mass of stone and brickwork, which rises 110 feet above the surrounding ruins . . . stands in the middle of what was called the deer-park. The story is that Buddha, struck by the loveliness of the gazelle, took the form of one and became king of the herd. A certain rajah, hunting one day with a cheetah, saw this splendid creature and ordered the cheetah to be loosed upon him. Just as the leather hood was about to fall from the cheetah's eyes, the mind of the rajah became enlightened, and, prostrating himself in the dust, he cried out: 'Oh, sublime master, truly thou art a man—and what a man!—in the shape of a beast, whereas I, that wickedly sought to kill thee, I am a beast—and oh, how stupid a beast!—hidden under the shape of a man.' . . . In the tenth century, Buddhism was crushed out by the Brahmins . . . and at Sarnath the great monastery was destroyed by fanatic fury, and its surprised monks were burned in a gigantic holocaust."

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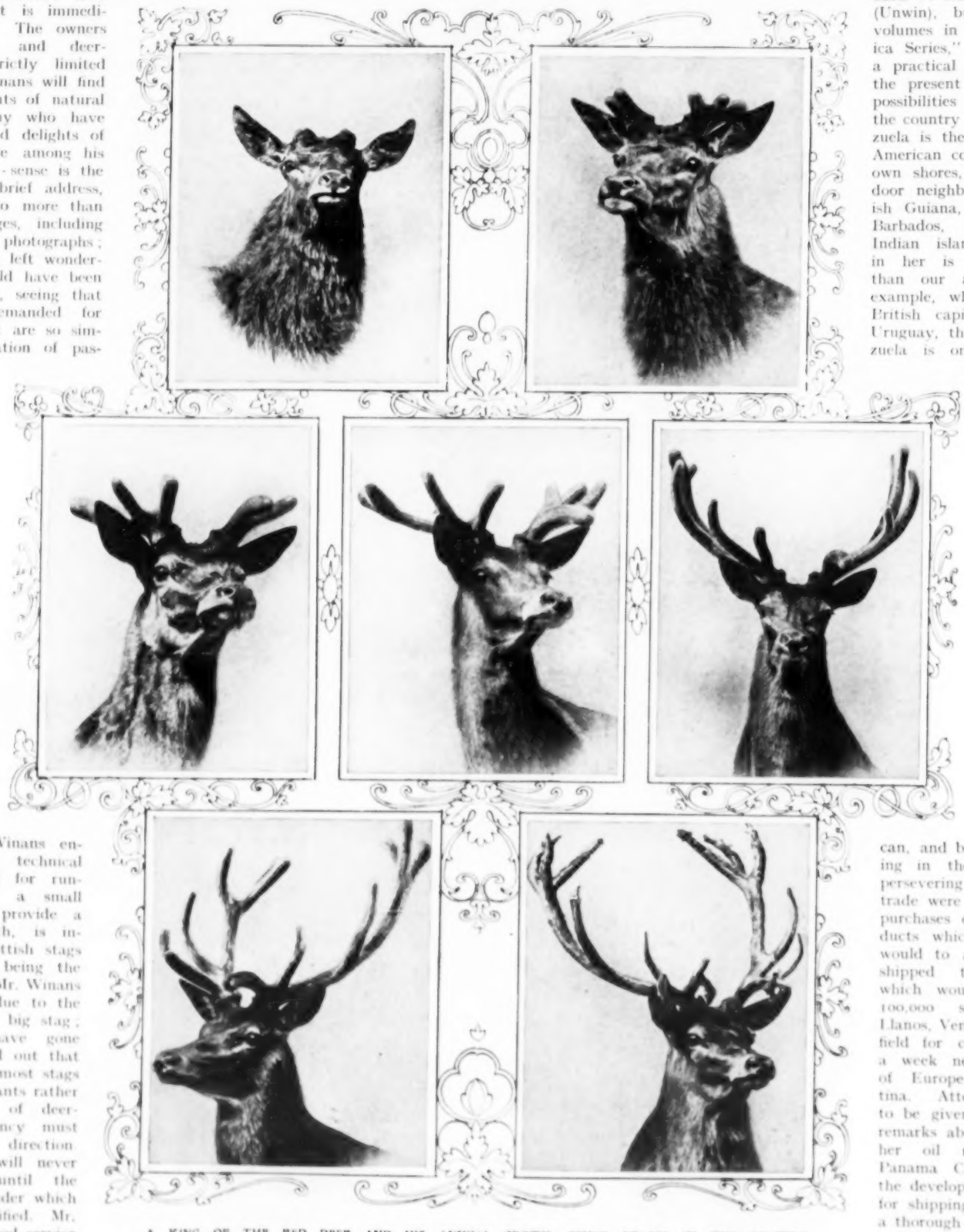
"Deer-Breeding for Fine Heads."

Mr. Walter Winans writes with so much authority upon all that pertains to deer that his "Deer-Breeding for Fine Heads" (Rowland Ward) will claim a larger audience than that to which it is immediately addressed. The owners of deer-forests and deer-parks are a strictly limited class, but Mr. Winans will find that many students of natural history, and many who have enjoyed the mixed delights of deer-stalking, are among his readers. Common-sense is the keynote of the brief address, which occupies no more than one hundred pages, including many pages of photographs; and the reader is left wondering why deer should have been neglected so long, seeing that the measures demanded for their improvement are so simple. The purification of pastures, artificial feeding throughout the year, protection in winter, the use of rock salt and chalk—these small and elementary matters would appear to be neglected in many parts of England. It goes without saying that they manage things better in Germany and Austria. Few people know that a royal or twelve-pointer may be obtained by good feeding before the stag is three years old; here is one of the many points of interest with which Mr. Winans enlivens his more technical pages. The need for running water, and a small pond which will provide a summer mud-bath, is insisted on, and Scottish stags are charged with being the worst in Europe. Mr. Winans says that this is due to the desire to kill every big stag; but he might have gone further and pointed out that in these days when most stags are shot by the tenants rather than the owners of deer-forests, the tendency must always lie in this direction. The Scottish stag will never improve greatly until the whole conditions under which it is shot are modified. Mr. Winans has done good service in calling attention to the deterioration and the best means of arresting it, and his sections on preserving horns and collecting heads are extremely practical.



A KING OF THE RED DEER AND HIS ANNUAL CROWN, SEVEN STAGES IN THE GROWTH OF "ROYAL" ANTLERS.

The photographs show various stages in the growth of "royal" antlers on the head of a Red Deer stag during two months. "The horns of the stags" (we quote Mr. Walter Winans) "are shed and renewed each year. . . . The six-pointed horn has brow, bay, tray, and cup of three at top. [These] . . . when developed on each horn, make up the royal or twelve-pointer, which is the normal 'full head' for a red deer stag. . . . When a stag sheds his horns he generally increases the number of points by several extra ones on each horn, if he has good feeding, and a royal or twelve-pointer head may be obtained before the stag is three years old."

From "Deer-Breeding for Fine Heads," by Walter Winans, F.Z.S.—By Courtesy of the Publishers, Messrs. Rowland Ward, Ltd.

"Venezuela."

A dozen books might be written, and indeed more than a dozen have been written, on as many different aspects of Venezuela. Its discovery is one story, and Spanish rule in it another. There is the romance of Bolivar, and the still later romance—one of impudence—of Cipriano Castro. Associated with it are the legends of the Amazons, the headless tribe, and El Dorado. All these are alluded to more or less incidentally in Mr. Leonard V. Dalton's "Venezuela" (Unwin), but, like the other volumes in the "South America Series," it is in the main a practical book, dealing with the present conditions and the possibilities in the future of the country it describes. Venezuela is the part of the South American continent nearest our own shores, and she is next-door neighbour to us in British Guiana, Trinidad, Tobago, Barbados, and other West Indian islands. Our interest in her is greater, therefore, than our actual stake. For example, while £44,000,000 of British capital is invested in Uruguay, the amount in Venezuela is only £8,000,000. It would rapidly increase, of course, with the stability of the country, or, in other words, with the determination of its people to deserve and get a Government of character. As an exporter to Venezuela, Great Britain has yielded up first place to the United States, Germany coming third; and Mr. Dalton evidently believes that there is now a great opportunity for us to recover the lost ground, by advertising like the American, and by living and working in the country as the persevering German does. If trade were fostered by larger purchases of her many products which we need, these would to a great extent be shipped through Trinidad, which would benefit. With 100,000 square miles of Llanos, Venezuela has a large field for cattle, and she is a week nearer the markets of Europe than is Argentina. Attention ought also to be given to Mr. Dalton's remarks about the relation of her oil resources to the Panama Canal, in view of the development of liquid fuel for shipping. His volume is a thorough piece of work, and well illustrated, and worthy of the excellent series to which it belongs. It may safely be recommended to all who are interested in the commercial future of South America.

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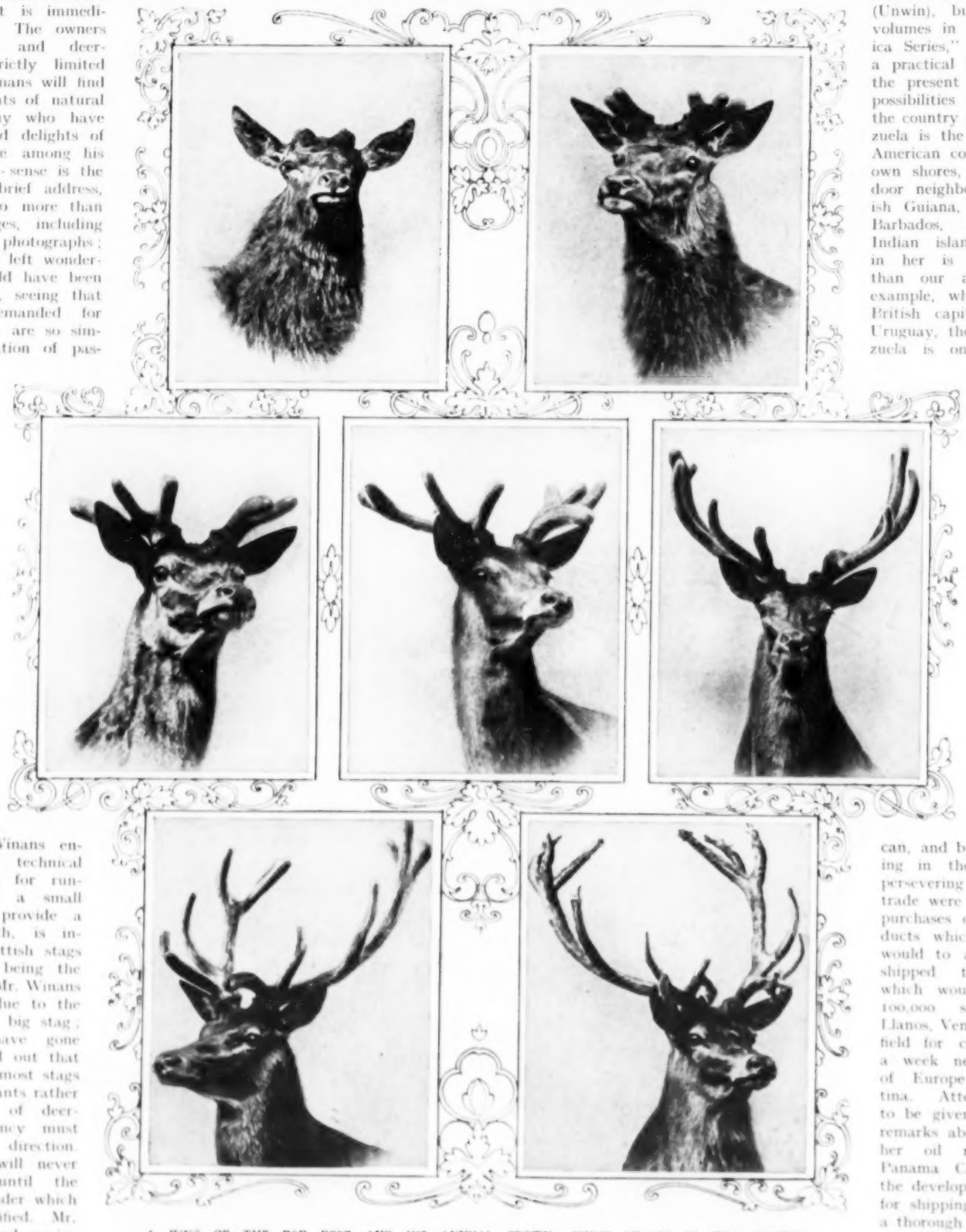

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From "Deer Breeding for Fine Heads," by Walter Winans, F.Z.S.—By Courtesy of the Publishers, Messrs. Rowland Ward, Ltd.

"Venezuela."

A dozen books might be written, and indeed more than a dozen have been written, on as many different aspects of Venezuela. Its discovery is one story, and Spanish rule in it another. There is the romance of Bolivar, and the still later romance—one of impudence—of Cipriano Castro. Associated with it are the legends of the Amazons, the headless tribe, and El Dorado. All these are alluded to more or less incidentally in Mr. Leonard V. Dalton's "Venezuela" (Unwin), but, like the other volumes in the "South America Series," it is in the main a practical book, dealing with the present conditions and the possibilities in the future of the country it describes. Venezuela is the part of the South American continent nearest our own shores, and she is next-door neighbour to us in British Guiana, Trinidad, Tobago, Barbados, and other West Indian islands. Our interest in her is greater, therefore, than our actual stake. For example, while £44,000,000 of British capital is invested in Uruguay, the amount in Venezuela is only £8,000,000. It would rapidly increase, of course, with the stability of the country, or, in other words, with the determination of its people to deserve and get a Government of character. As an exporter to Venezuela, Great Britain has yielded up first place to the United States, Germany coming third; and Mr. Dalton evidently believes that there is now a great opportunity for us to recover the lost ground, by advertising like the American, and by living and working in the country as the persevering German does. If trade were fostered by larger purchases of her many products which we need, these would to a great extent be shipped through Trinidad, which would benefit. With 100,000 square miles of Llanos, Venezuela has a large field for cattle, and she is a week nearer the markets of Europe than is Argentina. Attention ought also to be given to Mr. Dalton's remarks about the relation of her oil resources to the Panama Canal, in view of the development of liquid fuel for shipping. His volume is a thorough piece of work, and well illustrated, and worthy of the excellent series to which it belongs. It may safely be recommended to all who are interested in the commercial future of South America.

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THE CAMERA AS RECORDER: NEWS BY PHOTOGRAPHY.

Photo. Record Press.

THE RESULT, IT IS ALLEGED, OF SUFFRAGETTE MILITANCY: THE TEA-PAVILION IN KEW GARDENS BURNT OUT.

Photo. L.N.A.

SCENE OF A SMALL FIRE: THE MEMBERS' ROOM OF THE GRAND STAND AT KEMPTON PARK RACE-COURSE.

The tea-pavilion in Kew Gardens was burned down last week, it is alleged, by Suffragettes. Two women were arrested. It is reported that cards were found; one with "Two voteless women" upon it, and another inscribed "Peace on earth and good will towards men when women get the vote."—The fire in the members' room of the Grand Stand at Kempton Park race-course was of no great moment, but is of interest in that, for a time, it was believed to have been caused by militant Suffragettes.

Photo. Illustrations Bureau.

BRITISH NAVAL OFFICERS IN THE SERVICE OF TURKEY: ADMIRAL A. H. LIMPUS AND LIEUT. GUY W. HALLIFAX.

Photo. C.N.

PRESENTED TO THE NATION: A MARBLE KOREAN MANDARIN.

Photo. C.N.

A SENTRY-DOG FOR THE DURHAMS: A PRIVATE WITH THE ANIMAL—MAJOR RICHARDSON ON HIS RIGHT.

Rear-Admiral Arthur Henry Limpus has been Naval Adviser to the Turkish Government since last year. Amongst other positions, he has held that of Rear-Admiral in the Home Fleet, Portsmouth Sub-Division. Lieutenant Guy W. Hallifax is lent for duty under the Turkish Government.—We illustrate one of two marble figures just presented to the Victoria and Albert Museum by the National Art Collections Fund. It is of a Korean Mandarin holding a box for insignia, and comes from a series of figures standing on each side of a road leading to a sepulchre. It is Northern Chinese, of the Ming period, dating probably from the fifteenth or sixteenth century.—The sentry-dog shown, one of those trained by Major E. H. Richardson, has been bought by the 2nd Battalion of the Durham Light Infantry, stationed at Colchester. It is an Airedale and its name is Jack.

Photo. Illustrations Bureau.

SHOWING ONE OF THE FIRES SO COMMON IN THE CITY: STAMBOUL AT MIDNIGHT: PHOTOGRAPHED FROM THE HIGHEST POINT OF PERA.

Photo. L.N.A.

THAT WHICH SUCCEEDED IN UNITING LONDON EDITORS: THE ADMIRALTY ARCH, SHOWING HOW MUCH IT IS OBSTRUCTED.

With regard to the first of these two photographs, the photographer notes that it shows one of the fires which are so common in Stamboul. This particular blaze had been going on for three days.—The Admiralty Arch has earned another claim to distinction, for a few days ago the editors of a number of London's daily papers—journals which, of course, are rivals one to the other—united in an appeal that measures should be taken to ensure the opening-out of the Arch in a manner worthy of the Victoria Memorial, which it completes.

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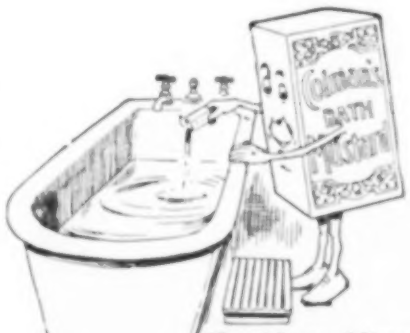

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ART NOTES.

For several years Mr. F. H. S. Shepherd has contributed to the New English Art Club work that was always most noticeably unnoticeable. His convictions were always strong enough to keep him from skidding into the tracks of his sensational contemporaries; and his main conviction was the value of faithful and patient rendering of Chelsea interiors. These interiors are now collected and shown at the Goupil Gallery, and with them an important series of Italian water-colours. Italy seems to have worked in Mr. Shepherd the change which New English influences failed to accomplish. The pink marbles of Verona have entered into his soul. He has eaten his *pasta* in the square with the gods, under authentic skies. Brescia, the Lakes, Bergamo, and Venice are here most charmingly and freely drawn. Will Mr. Shepherd be willing to return to his "tight" oils of Chelsea sitting-rooms? The Plains of Lombardy must surely have disturbed his satisfaction with rugs and chairs and tables of the London scene. He is more at home elsewhere; I fancy his true Shepherd's Bush is across the Alps.

A PLACE OF PILGRIMAGE FOR THOSE VISITING SPAIN IN HOLY WEEK: THE CATHEDRAL OF CORDOVA, ONCE A MOORISH MOSQUE SHOWING THE "CAPTIVE'S COLUMN."

There are no more interesting places to visit at this time of year than the great cathedral cities of Spain, for Holy Week in Madrid, the Seville Feria, and similar occasions. Such a pilgrimage is much facilitated by the arrangements of the Paris-Orleans Railway, which issues special tickets at reduced prices, from March 8, from Paris to Madrid, Cordova, Seville, Granada, and various other towns. Cordova, the ancient Corduba, in Roman times, was the birthplace of Seneca and Lucan. In mediæval days it was the capital of a Moorish caliphate. The great mosque, begun in A.D. 770, was later converted into a Christian Cathedral.

Thomas Woolner is a sculptor to be reckoned with in history. A familiar figure in the Victorian biographies, he seems to have dined out on behalf of sculpture during a substantial portion of the last century. Among painters and poets he was the first representative of his art. The Pre-Raphaelites and the Prime Ministers alike sat to him; and according to Patmore and a host of witnesses he was a brilliant talker "who greatly injured his worldly prospects by always saying in the strongest words what was uppermost in his mind." He was even found daring in plaster, for a contemporary writes: "Mr. Woolner's portraits are alive and energetic, perhaps in some cases a little to excess. We see a mouth that will open, an eyelid whose upper line is not a boundary, but a movable fold." And when Miss Browning confessed in a side-whisper that she detested the medallion of Browning, it was on the score of violence of characterisation and not at all for those things for which it would be criticised to-day.

The things that were said of him, the ardent allegiance of his contemporaries, the excitement of the papers about the work he had in hand for an approaching Academy, make of him the John Sargent of his day. In the meantime sculpture has changed; but a change in sculpture is not sufficient to account for the vast change of feeling towards his art. In 1850 his medallions, busts, and statues seemed vital things; to-day it would be almost cruel to flick the dust from objects that so patiently and rigidly face a new and strange world. They come out of stillness and pass into stillness; cobwebs do credit to the completeness of their immobility.

Historically they keep their places. The medallions of Wordsworth, Tennyson, and Patmore are finely and austerely modelled, and if poets had been his only sitters, how vastly more interesting would be the general aspect of the work now shown in the studio in Welbeck Street! But there were the surgeons and archdeacons, the politicians and scientists, the viceroys and judges who were also whirled into the still waters of fashion. If Woolner was fortunate in his friends, he was also unfortunate. Stripped of collar and neckcloth (as he always stripped them for medallion or bust) his sitters were the least sculpturesque of all earthly objects. The little side-whiskers of his most prolific period were disastrous; and, alas! in the year he made his "Palmerston" he also made "Ophelia." One cannot say more or less of her than that she, too, is of the time.

E. M.

Photo. Sport and General.

WINNER OF THE WATERLOO CUP: MR. S. HILL-WOOD'S HUNG WELL.

The final of the coursing match for the Waterloo Cup was run at Altcar, near Liverpool, on Feb. 21, and resulted in a victory for Mr. S. Hill-Wood's Hung Well, which defeated Mr. E. Hulton's Huldee, nominated by Mr. T. Butt Miller. Last year's winner, Tide Time, was beaten by Hung Well in the third round. Mr. Hill-Wood won the Waterloo Cup in 1910, with Heavy Weapon.

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LADIES' PAGE.

AN interesting fact has been brought to public notice by the High Commissioner of Australia. In reply to the Bishop of London, who animadverted on the declining birth-rate of Australia, the High Commissioner points out that so many of the children who are born are successfully reared by the Australian mothers that the "natural increase" of the population in that colony is the very highest in the world. Two or three years ago, when Dr. Newman published the standard work on the deaths of little children, he showed that the New Zealand mothers were the most successful in the world in rearing their babies; in fact, the Commonwealth and the Dominion—our Australasian sisters—stand about on a level in this remarkable record of success as mothers. Those mothers, by the way, are all voters! Their achievement in their maternal rôle undoubtedly depends partly on the good average level of comfort and wealth of the Colonial population, and partly on the fine climate they enjoy. But everywhere that records are kept, it is found to be true, as it is with our Colonial sisters, that a lowered birth-rate leads to a correspondingly lowered death-rate. That is to say, if the mother's arms are not claimed by a new baby almost before its predecessor can run alone, and if the limited family income is not called upon to supply too many new mouths, the children born get care and food, and will live, whereas they would have died under the reverse conditions. It is not so much the ignorance or indifference of poor mothers, then, as is so often asserted, as the too great strain thrown on their physical strength and on their resources, that causes the terrible mortality of infants. The High Commissioner's figures show that in Australia, where the birth-rate is 26·7 per thousand inhabitants, this means that there is an excess of 15·93 births over the deaths annually. In England, where the birth-rate is about the same, 26·3, there is an excess of births over deaths of 11·58; while in the German Empire, the births are 32·1 per thousand, and yet the births only exceed the deaths by 14·16, which means that a sad number of poor little pilgrims can remain only a few painful weeks or months in this world.

One of the oldest of the London Maternity Hospitals is about to be closed. This is in all probability only the first of many similar announcements that will have to follow the Insurance Act. Hospital Committees everywhere are finding their subscriptions diminish, and are sending out appeals urging that the Insurance Act does not do away with the need for hospitals. But the public does not agree: now that such vast annual sums are being drawn legally from the nation for the care of the poor in sickness the thing surely ought to be done for all that money, and provision of all that is needed no longer depends upon voluntary charity. Perhaps now the hospitals may be transformed to meet the needs of the less wealthy middle-class, who are dreadfully badly off in case of serious illness. The old-fashioned idea that every woman, in her own home, is, by nature, competent to nurse her own family in all diseases, has been effectually dispelled by Miss Nightingale; it is now understood that to give the sick a reasonable chance of recovery, not loving amateurs, but trained and skilled nurses must be employed. Then there come special diet, chemists' bills, doctors' large fees, especially those of competent surgeons, who require very big payments; possibly, also, a chloroformist, or a Röntgen-ray operator to be paid—the whole sad business makes an illness a veritable calamity from the financial point of view alone to the vast numbers of people who have only limited incomes. That class do not want charity, but they do want moderate charges and organisation and co-operation for meeting all their needs in illness. If the hospitals, with their staff and buildings specially prepared to fight disease, can even in part be made available for paying patients at moderate rates, a great need will be met. Especially would such an arrangement be a boon to women living alone on small incomes, earned or owned, and to mothers of families, whom there is nobody to look after when they seriously break down, as they themselves care for all members of their families in similar case. Even nice, well-managed maternity hospitals for paying patients are needed.

GRACEFUL SIMPLICITY.
A becoming spring costume, with the skirt slightly draped.

That it is no great advantage to have too heavy a natural crop of hair is known to many girls; the dressing of it oneself is so difficult, and the heat of it is oppressive. Just at present, the hair is dressed so close to the head that it is quite troublesome to make a satisfactory coiffure when there is too much natural growth. There is now prophesied a considerable increase in the size of the "bun" or chignon for next season; the exceedingly neat, almost cap-like coiffure has had its day. There really should not be, however, any slavish following of the fashion in the dressing of the hair. The individual features should control the style adopted, for nothing affects the appearance more than discovering and adhering to a becoming mode of hair-dressing. Hats are made to accord, however, with the prevailing mode, and present a real difficulty to the individualistic doing of the hair. The low-dressed, compressed coiffure is accompanied by the large-crowned, pressed-down hat of the hour. But the wise woman will always manage to combine fashion and individual opinion. The method chosen of dressing the hair will make the difference, in very many cases, between giving the woman the effect of looking plain or of looking pretty.

It seems that there is to be a revival of what we call "Early Victorian" hairdressing, which style the French name "1830"; that is, if we follow the lead of the hairdressing fraternity. They propose to begin with little bunches of curls set to hang on the temples, between the ears and the eyebrows, and presently to introduce us to the wide bows of hair, looking as if tied up like ribbon, on the crown of the head, and the high coronets of plaits, as worn by Queen Victoria in her teens. FILOMENA.

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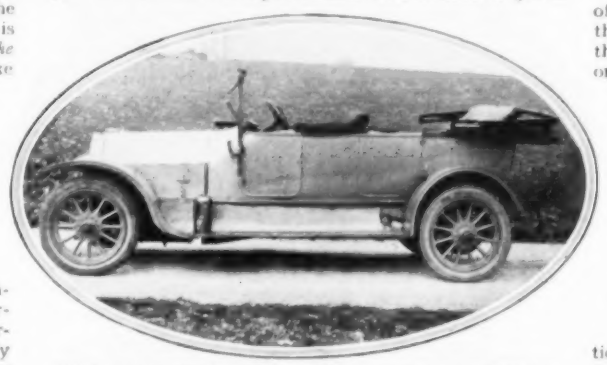
THE CHRONICLE OF THE CAR.

The Progress of the A.A.

In conformity with its usual custom, the Automobile Association held its annual dinner in Manchester during the Show week. Nominally, this function is organised by the Northern Section of the Association, though, as the London dinner has not been held for several years, one is accustomed to regard the Manchester function as being *the* one of the season. One of these dinners is as much like another as need be, so that I do not intend to dilate upon this one simply as a function; but so many interesting matters arose out of it that I cannot let it pass without saying something apropos the occasion. For the second time since this series of dinners was inaugurated, the chair was occupied by that prince of sportsmen, Lord Lonsdale, and it is scarcely surprising that he should have insisted upon the sporting aspect of motoring rather more than upon what one is accustomed to regard as the politics of the movement. This, truth to tell, I myself found to be rather refreshing, because we have had something very like a surfeit of politics lately, what with criticism and counter-criticism of all our clubs and organisations. I particularly liked Lord Lonsdale's appeal to the motorist to use the roads in a decently considerate manner, remembering always that there are others who have equal rights and who are susceptible regarding them. I am very much afraid that we are a little inclined to regard the King's highway as something which is provided primarily for ourselves, and to feel that other people who use a different method of locomotion are simply interlopers. I do not mean to say that motorists alone feel this way, and I would have it understood that the personal pronoun is meant to include *all* users of the road. We have had ample evidence lately that the pedestrian regards the highways as sacred to himself, and that he really in his heart thinks that motorists, cyclists, and horse-drivers alike ought to be ruled off. The cyclist, too, thinks that pedestrians were created to get in his way and to be a general nuisance, while as for motor-cars and horses—well, are they not inventions of the Evil One? And so it proceeds, through the whole gamut of road-users. If only they would all take Lord Lonsdale's advice—which is simply to use the highways as sportsmen—how much better it would be for us all! What a wonderful definition is this word "sportsman" if we take it in its best and highest sense!



BUILT ON VERY GRACEFUL LINES: A 17-H.P. MAUDSLAY TORPEDO PHAETON.

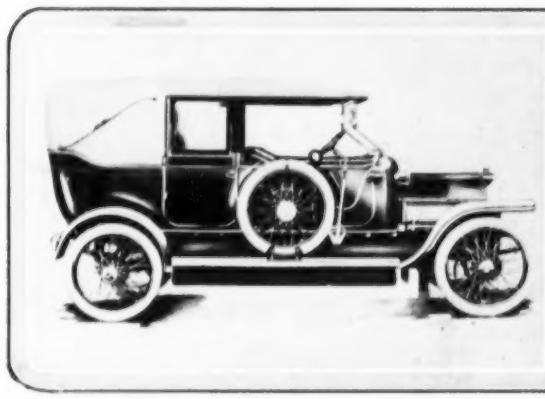
This car, by the Maudslay Motor Company, of Coventry, carries three on the back seats and one beside the driver. It is fitted with a Charville one-man hood, and the furniture is finished in silver.

Lord Lonsdale had to tell us of a really wonderful record of progress. Over 60,000 members are now on the roll of the A.A., and more than 22,000 of them were added during the past year! It really seems to me that the A.A. thrives on criticism. Certainly it has never had during its whole existence so much mud thrown at it as during the last twelve or eighteen months, and never has its increase of numbers and influence been so great. And yet, in face of all the figures, we are constantly told that its usefulness has departed, and that it cannot now be long before the motorist will discover what a hollow sham it is! Well, it may be all that its abusers call it, but it really does seem to hold its end up pretty well.

The A.A. and Legislation.

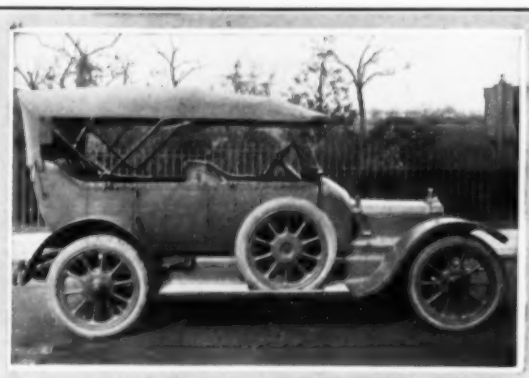
Another thing that Lord Lonsdale told us was that the Association had been very much occupied in the preparation of a Parliamentary Bill for amending the Motor Car Acts—which, of course, we have all known for a long time—and that it was to be introduced very shortly. I wish he had told us more about it, because my information is that the A.A. has been in close consultation with the R.A.C. and the Society of Motor Manufacturers on this question of amending legislation, and I should like to know exactly under what auspices the Bill is going to the House of Commons. I trust most sincerely that it will go up with the *cachet* of all three bodies, so that when it comes to be

(Continued overleaf.)



A STRIKING EXAMPLE OF HUMBER COACH-WORK: A 20-H.P. CABRIO-PHAETON.

The price of the car is £570, including front screen, headlights, side and tail lamps, spare wheel and tyre.



SISTER CAR TO THE MAKER OF AN AUSTRALIAN RECORD: A 12-H.P. TALBOT.

This car is identical with the 12-h.p. Talbot which recently made a splendid record run from Sydney to Brisbane.

AN ALL-BRITISH STANDARD CAR: THE 15-H.P. "ASCOT" TORPEDO PHAETON.

This car, which was shown at Manchester, is made by the Standard Motor Company, of Coventry.

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The RUDGE MULTI with the new side car and its coach-built body gives you practically—a motor car. The under-slung chassis ensures perfect stability; the coach-work—a side door gives entrance—means smartness, warmth and general comfort, the minimum of wind resistance and complete absence of draughtiness. So that the pleasantest of companionship under the happiest of circumstances is made possible.

Call and see the Rudge Multi with its new side car at the nearest Showrooms, or let us send you full particulars and our interesting booklet "Rudge Wrinkles"—post free.

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No. 1 Political Series.

Continued.

debated it may carry with it all the representative weight of motoring opinion. There are certain anomalies of our present motor laws which most decidedly want redressing, notably the endorsement of licenses for trivial offences; and it would be a thousand pities if the anti-motoring element in Parliament were able to say: "Why, there is no evidence that you are agreed among yourselves on these matters." However, I believe that our interests are in good hands, and however much the R.A.C. and the A.A. may gird at each other on matters of detail, there is no getting away from the fact that they are both sincere in their claim that their very first consideration is for the good of motoring and the motorist.

DRIVEN BY THE FIRST LADY TO OBTAIN A DRIVER'S LICENSE IN BRAZIL: A WOLSELEY CAR IN THE FAMOUS PALM AVENUE AT RIO DE JANEIRO.

The lady at the wheel is Senhorita Lowndes, niece of Count Leopoldina. The palm avenue at Rio is the most famous of its kind in the world.

The Taxation of Old Cars. Sir Henry Norman has promised to introduce a joint deputation, representing the three principal organisations, to the Chancellor of the Exchequer, with the object of securing a reduction in the taxation payable on account of cars of ancient date. It has been arranged, I understand, that the deputation shall wait upon Mr. Lloyd George immediately after the conclusion of the Parliamentary recess. The exact proposition which is to be put to the Chancellor is that there should be a reduction of fifty per cent. of the tax in respect of cars with engines built prior to Dec. 31, 1908, provided that the bore and stroke of the engine have not been altered since that date, a certificate of the date of manufacture being obtained from the makers. Nothing appears to figure in the proposal with regard to a progressive system of rebates. In this way, if my car was built in 1908 and I am entitled to a fifty per cent. reduction in 1913, surely my neighbour whose car bears date of 1909 ought to get his rebate in 1914, otherwise he will undoubtedly feel that he has a grievance. And so on and from year to year. But as there is nothing but the very remotest possibility of the deputation succeeding in its object, perhaps it does not matter very much after all.

Tyres and Record Speeds. In noting the wonderful speed record of the 25 6-h.p. Talbot last week, it seems to me that I did something less than justice to the Palmer cord-tyres which stood up so well under the enormous stresses entailed by the exceedingly high speed sustained during the hour. Naturally, touring speed is one thing, and over a hundred miles an hour something quite different, and what has stood in the way of long-distance records up to now has always been the fact that the tyres gave out before the desired record was attained. It will be remembered that Mr. Percy Lambert's first attempt at the hundred miles failed through a burst tyre, the reason for which is not far to seek. Apart from the heating caused by very high speeds, there is one species of stress which has caused all the attempts on long records at Brooklands to fail. In circling the track at anything over a hundred miles an hour the car has to be held down the banking. This means that centrifugal force is always trying to throw the car outwards, while the grip taken by the tyres endeavours to counteract the tendency to travel higher up the banking, which in turn means that the wheels are all the time trying to force themselves out of the tyres. I don't know if I make myself clear, but that is the best explanation I can give. Having grasped what is taking place for every inch of the distance, one may imagine, in part, the terrible strain on the tyres. What the Palmers are like may be gathered from the fact that not only did they stand up, but that there was practically no sign of wear, a little over a millimetre being the greatest measurable wear on the ribs of any one cover.

W. Whittall.

BY MESSRS. NEWTON AND BENNETT: A 22-H.P. S.C.A.T. PULLMAN LIMOUSINE.

Photo. Sale.

A USEFUL CAR FOR TOWN WORK: A 15-H.P. IRIS LANDAULETTE.

The car is made by Iris Cars, Ltd., 4 Marshall Street, Regent Street, W.

What is the general opinion of the Private Motorist on

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Dear Sirs,—With reference to the 880 x 120 Continental (Non-Skid) cover which I have had in use on my Car, you might like to know that this cover has run between seven and eight thousand miles on my car. Since having been re-treaded it has run another 600 miles, and it is apparently well fitted for further service.

(Signed) T. P. Searight.

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Chapped Hands or Lips.

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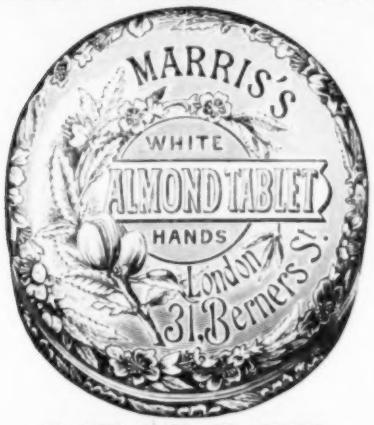

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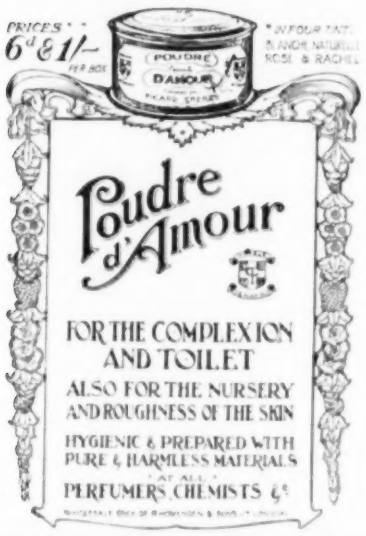

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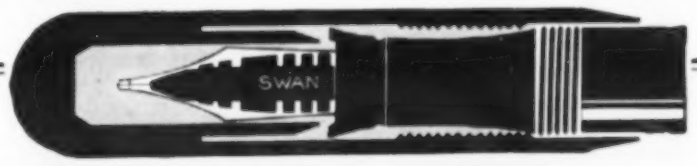

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Acid-mouth means tooth decay

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Besides keeping the teeth beautifully white and scrupulously clean and removing every trace of odour from the breath Pebeco banishes the *deeper-seated unsuspected causes* of decay. Therein lies its unique and priceless value.

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WILLS AND BEQUESTS.

THE will of MR. HAROLD BARLOW, of the Victoria Brewery, Southampton, who died on Jan. 10, is proved by Gerald H. T. Barlow, brother, the value of the property being £48,709 13s. 5d. He gives his capital and interest and freehold and leasehold premises in the Victoria Brewery to his brother Gerald Haw Taunton Barlow, and the residue to his father, mother, two sisters, and brothers Andrew Walter and Norman Cecil.

The will of MR. JOHN ANDREW ANDERSON, of Hillside House, Faversham, Kent, who died on Dec. 21, is proved, and the value of the estate sworn at £212,110. The testator gives £500, the use of his residence and cottages, and £1500 a year to his wife; £500 each to the executors; £500 each to his grandchildren Stuart Knox Anderson, Donald K. Anderson, Colin K. Anderson, and Phyllis Mary Cobb; £3000 to his twin brother George W. Anderson; £2000 to his brother Henry Anderson; £10 each to the inmates of the Almshouses in South Road; £100 each to the Cottage Hospital, and the Provident Dispensary, Faversham, the Kent and Canterbury Hospital, the Society for Promoting Christian Knowledge, and the Society for the Propagation of the Gospel; £200 to the Additional Curates' Society; £100 to the Faversham Grammar School for an annual silver medal for the head classical scholar; £100 each to Wreight's School for Boys and William Gibbs' School for Girls, for a silver medal for the head mathematical scholar; £500 to the Vicar and Churchwardens of Faversham for sick and needy persons, and £500 for the upkeep of the graveyard and church; £3000 for charitable objects in the town; other legacies; and the residue as to two-thirds to his son, and one-third to his daughter.

The will (dated Feb. 29, 1912) of MR. HUGH FAULKNER, of 136, Regent Road, Leicester, who died on Dec. 30, is proved by Charles Henry Spencer and Frederick William Billson, the value of the property amounting to £82,293. The testator gives furniture, etc., to the value of £300, and an annuity during widowhood of £400 to his wife; an annuity of £300 each to his children Alfred Henry, William Dunlop, and Edith Pick, and on their respective deaths £7000 to their children; an annuity of £50 to his nephew Robert Faulkner; and the residue in trust for his sons Frank Whitehead and Walter Edmund.

The will of MR. STRATTEN BOULNOIS, of St. Anne's Cottage, Chertsey, who died on Dec. 27, has been proved, and the value of the property sworn at £51,168. The testator gives £2000 to his wife for life and then for the purchase of an annuity for Maria Teresa Virginia Albani; £200 to William D. Smythe; and the residue to his wife absolutely.

The following important wills have been proved—

MR. Thomas Stephen Whitaker, 66, Onslow Gardens, South Kensington, and Everthorpe Hall, Yorks, died intestate . . . £443,019

MR. Stuart Hall, Killean House, Tayinloan, Argyll, 54, Ladbroke Grove, W., and 23, Gt. Winchester Street, E.C. . . . £180,221

CHESS.

TO CORRESPONDENTS.—*Communications for this department should be addressed to the Chess Editor, Milford Lane, Strand, W.C.*

D W BODE, M.D. (Mamadavie, Bombay).—We admit the expression was rather a loose one, having in view the technical use of the words "double mate"; but what we meant by "triple mate" was that mate could be given in three different ways. We regret we cannot answer by post.

T R KNOX.—The first move of your problem is sound, but there are subsequent duals that seriously disfigure the composition. Black's reply of 1. Kt to Kt 7th is the only move free from a dual.

G W CLARKE (Merino, Australia).—Very good indeed, and marked for early insertion.

G BROWN (Belfast).—Problems to hand, with thanks.

J FOWLER.—Merely getting up the openings will not make you a good player. First-class practice over the board is essential.

H J M.—There is a dual in your problem after 1. Kt to R 7th, which we think ought to be eliminated.

SOLUTION OF PROBLEM No. 3386.—BY W. H. TAYLOR.

WHITE	BLACK
1. Kt to Q B 5th	B takes R
2. Kt to Kt 7th	B takes Kt
3. B takes B, mate	

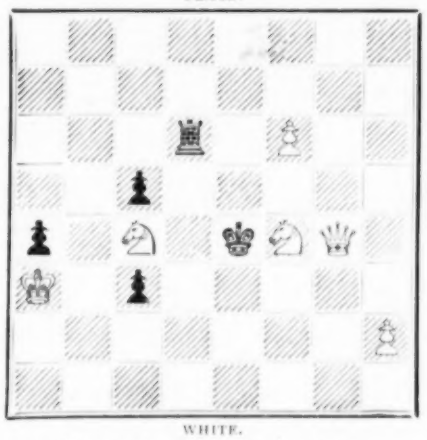
There is a second solution, commencing with 1. Kt to B 3rd, followed by 2. Kt to K 2nd, etc.

SOLUTION OF HOLIDAY PROBLEMS.

No. 1.—P to B 8th (a Black Knight), Any; 2. R mates. No. 2.—a B P on B 5th, 1. B to K 4th; on K 5th, 1. P to B 5th; and on K B 5th, 1. B takes P. No. 3.—1. Q to B 2nd. No. 4.—1. B to Q 5th. No. 5.—B to Kt 2nd. No. 6.—1. K to Kt 2nd.

PROBLEM No. 3389.—BY E. J. WINTER-WOOD.

BLACK.



WHITE.

White to play, and mate in three moves.

CORRECT SOLUTIONS OF PROBLEMS Nos. 3377 and 3378 received from Laurent Changuion (Vredenburg, C.C.); of No. 3380 from Professor S W Myers, Ph.D. (Redlands, California); of No. 3381 from C A M (Penang) and R Tidmarsh (Vernon, B.C.); of No. 3382 from J A Barrow junior (Stratford, Canada) and J A B (Gibraltar); of No. 3383 from A Kenworthy (Hastings), Blakeley (Norwich), Béla Kurez (Budapest), and M L Adamson; of No. 3386 from M L Adamson, J C Gemmell (Campbeltown), F J Overton (Sutton Coldfield), F Glanville (High Wycombe), J D Boshill (Burgess Hill), C H Groot (the Hague), T Pataki (Budapest), M Pulzer, C A P, W Bryer (Dartmouth), H F Deakin (Fulwood), E G Gough (Bristol), W Best (Dorchester), Blair H Cochrane (Harting), and L Schlu (Vienna).

CORRECT SOLUTIONS OF PROBLEM No. 3387 received from Julia Short (Exeter), Blair H Cochrane, Rev. J Christie (Redditch), D C (Oxford), Captain Challice (Great Yarmouth), Mark Dawson (Horsforth), G F W Smale (Guildford), J Green (Boulogne), G Stillingfleet Johnson (Cobham), J Churcher (Southampton), J Fowler, R S Nicholls (Willesden), H S Brandreth (Cimiez), R Worters (Canterbury), E J Winter-Wood (Paignton), J Deering (Cahara), J C Stackhouse (Torquay), W Best, H Grassett Baldwin, J Willcock (Shrewsbury), F Warren (Derby), and J Cohn (Berlin).

CORRECT SOLUTIONS OF HOLIDAY PROBLEMS received from J Green (Boulogne), G Stillingfleet Johnson, R Worters (Canterbury), J Churcher (Southampton), E J Winter-Wood, J Gamble (Belfast), L Schlu (Vienna), and R Carew.

We are very glad to publish the following letter, which indicates one of the many ways in which this paper penetrates to distant parts of the world, and is evidently appreciated there—

To Editor, "Illustrated London News."

Jan. 29, 1913.

All Saints' Rectory, Edmonton, Canada.

Dear Sir,—For some while I have been receiving from time to time copies of the "Illustrated London News," sent by an unknown friend. Will you kindly permit me space in your columns to acknowledge this kindness, and to say I would much like to know my friend's name and address?

Yours faithfully, HENRY ALLEN GRAY,
Archdeacon of Edmonton,
Dio. of Calgary.

Those intending to spend Easter on the Continent should note that the Brighton Railway are announcing fifteen-day excursions to Dieppe, Rouen, and Paris. The tickets will be available from March 19 to 24 inclusive, also by a special afternoon service on Thursday, March 20, leaving Victoria at 2.20 p.m. Dieppe Friday-to-Tuesday tickets will be specially issued on March 20, and the Casino at Dieppe will be open for the Easter holidays from March 20 to 24. A special excursion to the Riviera will leave Victoria at 10 a.m. on March 20. Excursions to Madrid, Seville, and Rome will also be run. The Continental Traffic Manager at Victoria will furnish fuller information and advice as to these and other trips.

For the benefit of those spending Holy Week in Rome, the Continental and English railway companies have arranged to issue from March 9 to 20 special tickets for independent travel, available for thirty-three days from London. Only certain trains are available. All details are given in a leaflet that can be had from any tourist agency, or from the Paris, Lyons, and Mediterranean Railway Offices, 179-180, Piccadilly, London, W.

For Easter, a special excursion train to the Riviera has been arranged by the English railway companies and the Paris, Lyons, and Mediterranean Railway. The train will leave London on March 20. A special hand-bill giving the conditions of the excursion is obtainable from all tourist agencies and from the P.L.M. Railway Offices, 179-180, Piccadilly, London, W.

Passengers from the Continent will much appreciate an innovation introduced by the South-Eastern and Chatham Railway on board their steamers from Calais to Dover and Boulogne to Folkestone. On application being made to the Marconi operator during the passage, first and second class seats in the connecting boat-trains from Dover or Folkestone to London will be reserved by wireless. No charge whatever is made for this facility.

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CROUP
The Celebrated Effectual Cure without Internal Medicine.
ROCHE'S
Herbal Embrocation
will also be found very efficacious in cases of
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Price 4/- of all Chemists.
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The "Folding Minim" Prism Binocular

Ready for use.
combines a wide field of view, ample light, screw focussing, and a power of 5½, with extreme portability, as it folds quite flat into the size of a cigar case! Supplied in pocket case, or leather sling case.
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First class. Nearest to the Sports' club. Prospectus from Foreign Resorts Bureau, 1, Southampton Row, W.C.
TERRITET—HOTEL D'ANGLETERRE.
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THE ORIGINAL EUXESIS
FOR EASY SHAVING,
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The Label of the ORIGINAL and GENUINE Euxesis is printed with Black Ink ONLY on a Yellow Ground, and bears this TRADE MARK—
R. HOVENDEN and SONS, Ltd., the Proprietors, bought the business, with the receipt, trade mark, and goodwill from the Executors of the late A. S. Lloyd. The genuine is now manufactured ONLY at their Factory.
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WIFE OF THE NEW FRENCH PRESIDENT: "MME. LA PRÉSIDENTE."

TO MAKE THE GLORIES OF THE ÉLYSÉE A REFLECTION OF THOSE OF THE TUILERIES UNDER THE EMPRESS EUGÉNIE? MME. POINCARÉ ARRIVING AT THE HÔTEL DE VILLE, PARIS.

Mme. Poincaré, wife of M. Raymond Poincaré, President of the French Republic, who took up office the other day, is of Italian origin, and was known before her marriage as Mlle. Henriette Benucci, famous in Parisian Society for her beauty. She is a hostess of much charm and tact; and, without question, the Elysée will be presided over socially with, perhaps we may be pardoned for saying, exceptional ability. Of course, as the "Sunday Times" pointed out the other day: "The great difficulty is to get the aristocrats of the St. Germain quarter to 'recognise' Mme. la Présidente, but judging from the attitude of fashionable Royalist organs, it is likely that Mme. Poincaré will be 'approved.' In that case the Elysée may burst into gaiety and splendour, a reflection of the Tuileries under the Empress Eugénie." On the other hand, the necessity that the President shall be democratic may make it impossible, or, at least, improbable, that his wife will bring about such a social innovation.

RIDING THE WHITE HORSES OF THE

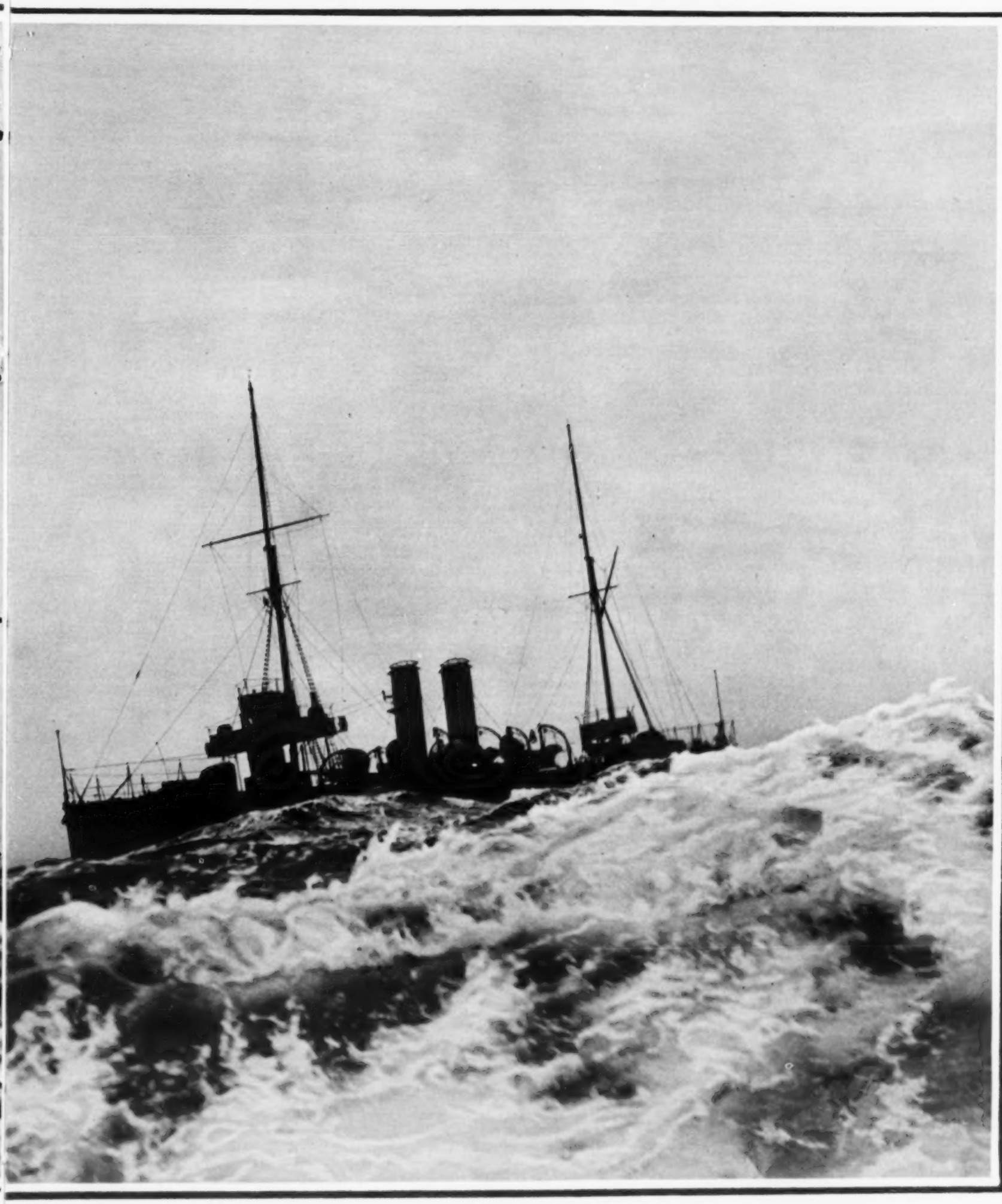
Photograph by James E. Goold; Reproduced by Courtesy

A FIGHTING-SHIP WARRING AGAINST THE ELEMENTS: A "NURSERY"

We give this photograph chiefly as a very fine illustration of a war-ship at sea; but that is by no means the only interest it has. The vessel, which is shown in a rough sea after she left the Tyne recently, is the Chinese cruiser "Chao-ho," which will be used as a training-ship for the Chinese Navy, and, in addition, will be available in time of war as a most efficient cruiser. She is of 2750 tons displacement, and is driven by 6000-h.p. turbines. Her speed is 22 knots. She has a

SEA: A WAR-SHIP IN ROUGH WATERS.

of Messrs. Sir W. G. Armstrong, Whitworth and Co



FOR CHINESE SAILORS STEAMING IN HEAVY WEATHER.

complement of 330 officers and men. The armament consists of two 6-inch, four 4-inch, two 3-inch, ten 3-pounders, two light guns, and two above-water torpedo-tubes. It will be recalled that it was reported last October that China had sold the "Chao-ho" to Greece. Recently a scheme has been put forward for the reorganisation of the Chinese Navy, and the building of 8 battle-ships, 20 cruisers, and 3 destroyer flotillas. Three cruisers and several gun-boats and destroyers are already under construction.

WILL IT EVER BE SO IN THE EASTERN SKY OVER ENGLAND? T

DRAWN BY NORMAN

AS INVASION BY AIR WOULD SEEM: AN ADVANCING ARMY OF FLYING-C

As we had occasion to note last week, the British Government has framed an Act forbidding the passage of unauthorised air-craft over certain areas or, if the authorities should deem it necessary, over the whole of the coastline of the United Kingdom and the territorial waters adjacent thereto. On infringement of the law, the proper officers will be entitled, after giving a prescribed signal of warning, to fire at any such air-craft and use any and every means to prevent infraction of the law. This move has been deemed advisable in view of the numerous reports current of late of strange air-ships manoeuvring by night over this country. The fact gives particular interest

ND? THE COMING OF THE BATTLE-DIRIGIBLES AND WAR-PLANES.

BY NORMAN WILKINSON, R.I.

LYING-CRAFT CAPABLE OF CLEARING THE WAY FOR A WATER-BORNE FLEET.

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to this drawing, which represents the eastern sky of England as we may one day see it if the fears of some are realised. It shows an army of invading air-craft. In the middle is the main battle-squadron of air-ships equipped with appliances for bomb-dropping; in the foreground and in the background are high-speed aeroplanes acting as the fleet scouts. Unless met by a stronger opposing force, such an army of air-craft could clear the way for the water-borne fleet of its country and so facilitate the landing of large bodies of troops. It may be remarked further that from a height of a mile on a clear day a vision of ninety miles can be obtained.

WHITE BEAUTY: WHEN WINTER COMES TO RULE THE VARIED YEAR.

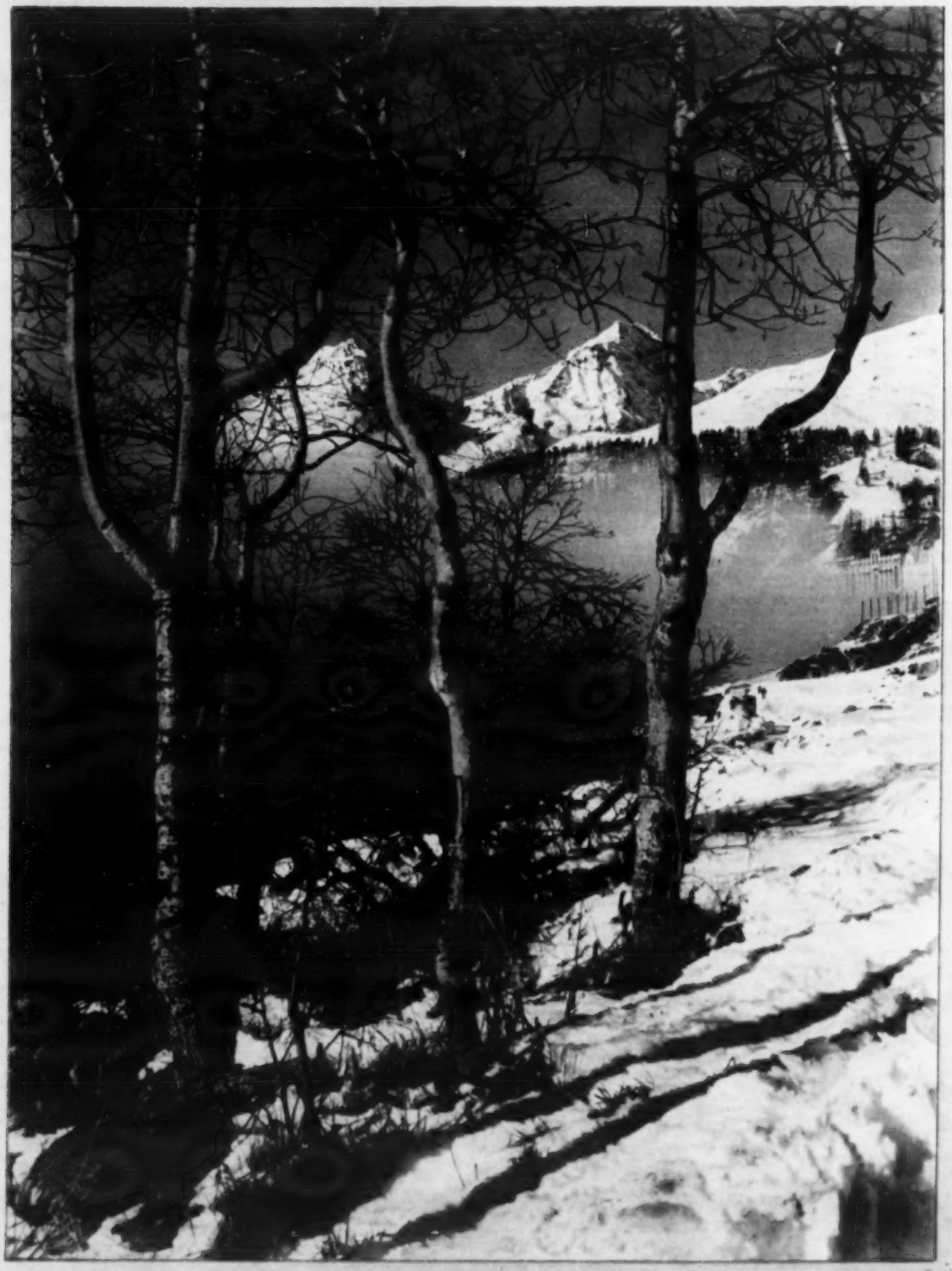
PHOTOGRAPH BY ALBERT STEINER.

"THE KEEN, CLEAR AIR—THE SPLENDID SIGHT": FROSTED TREES AT ST. MORITZ.

"The keen, clear air—the splendid sight—
We waken to a world of ice,
Where all things are enshrined in light,
As by some genie's quaint device."

WHITE BEAUTY: WHEN WINTER COMES TO RULE THE VARIED YEAR.

PHOTOGRAPH BY ALBERT STEINER.

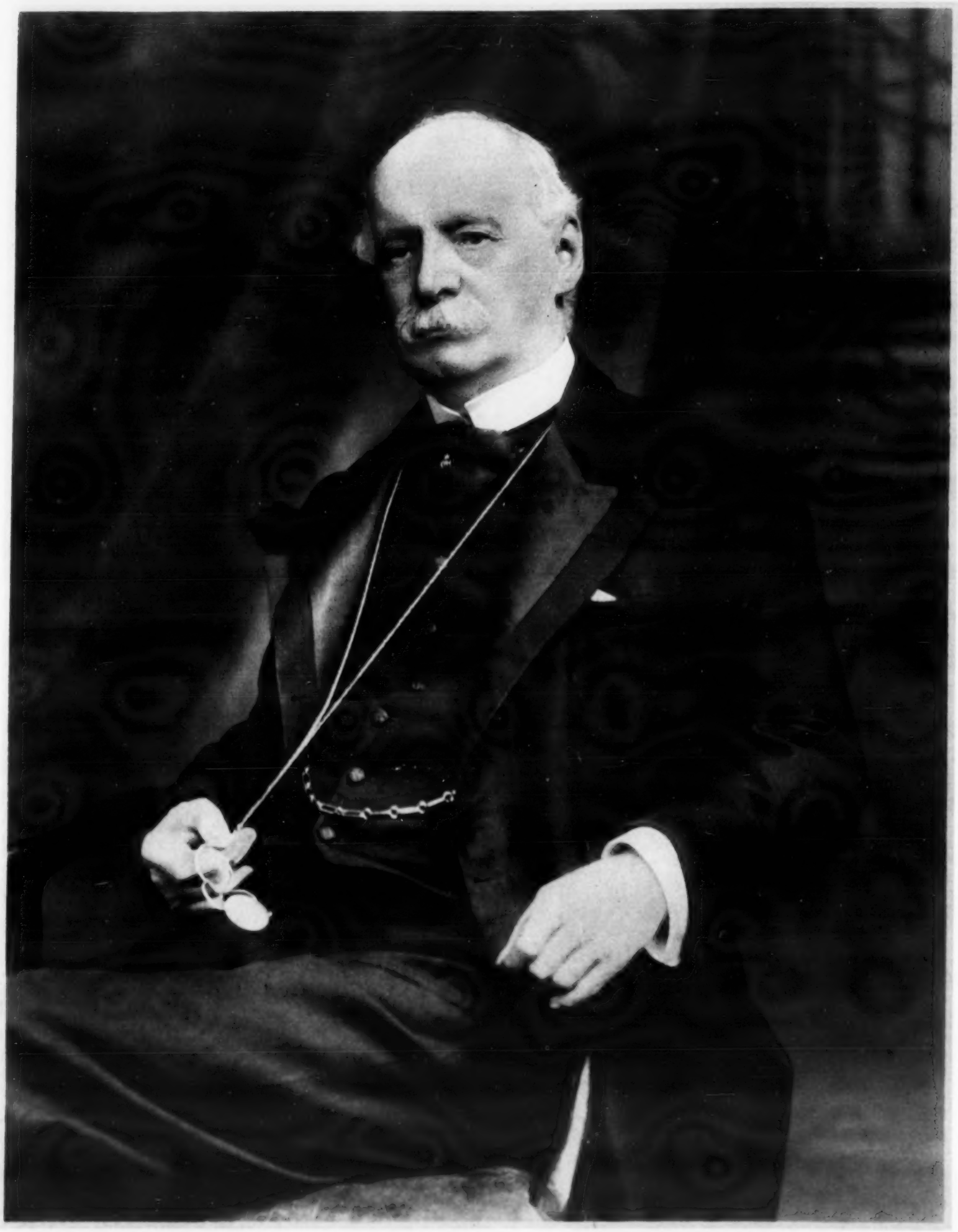


"THIS DAY HER STORES THEIR COUNTLESS TREASURES YIELD": A WINTER MORNING IN THE ENGADINE.

"'Tis Winter's jubilee: this day
Her stores their countless treasures yield;
See how the diamond glances play
In ceaseless blaze. . . ."

THE MAN WHO KNEW MOST AND SAID LEAST: A GREAT OFFICIAL.

PHOTOGRAPH BY LANGFIER.



PRIVATE SECRETARY TO KING EDWARD VII. FOR FORTY YEARS AND TO KING GEORGE FOR THREE YEARS: THE RIGHT HON. VISCOUNT KNOLLYS, WHO IS RETIRING.

It is announced that Viscount Knollys, Senior Private Secretary to the King, is about to retire; in fact, will quit office as soon as he has cleared the way for his successor. It has been said of his Lordship that, of all the Court officials of his time, he knew most and said least; indeed, the late Archbishop of Canterbury put it even in stronger form, when he said that no man ever knew so much and said so little. From 1868 to 1901 he was Gentleman Usher Quarterly Waiter to Queen Victoria; from 1870 to 1910 he was Private Secretary to King Edward, both as Prince of Wales and after his accession; and from 1886 to 1901 he was Groom-in-Waiting to him; in 1910 he became Joint Private Secretary to King George, with Sir Arthur Bigge, now Lord Stamfordham. In 1910 also he became a Lord-in-Waiting to Queen Alexandra. He became K.C.M.G. in 1886; K.C.B. in 1897; G.C.V.O. in 1901; Baron Knollys in 1902; G.C.B. in 1908; P.C. in 1910; and Viscount Knollys in 1911. It is understood that his retirement is not due to any failing in his own health, but chiefly to the ill-health of Viscountess Knollys, who, before her marriage, in 1887, was known as the Hon. Ardyn Tyrwhitt, daughter of Sir Henry Thomas Tyrwhitt, third Baronet, and of Baroness Berners.